

*NHTSA
Central Region*

**MISSOURI
2010
ANNUAL REPORT**

*Missouri Department of Transportation
Highway Safety Division
P.O. Box 270
Jefferson City, MO 65102
573-751-4161 or 800-800-2358*

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FOREWORD

The MoDOT mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. The Highway Safety Division (HSD) works specifically to reduce the number and severity of traffic crashes resulting in deaths and injuries. This requires the staff of the Highway Safety Division to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Highway Safety Division and the support of the Missouri Department of Transportation. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; the Missouri Coalition for Roadway Safety; Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and Region 7, National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

Comments or questions relevant to this report may be directed in writing to:

Leanna Depue, Director
Highway Safety Division
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102
Phone: (573) 751-4161
Fax: (573) 634-5977

EXECUTIVE SUMMARY

GUIDELINES

The Annual Report for the Highway Safety Division (HSD) covers those activities funded for the period October 1, 2009 through September 30, 2010. The structure of this report attempts to follow the guidelines set forth by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

PURPOSE

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. In the State of Missouri, the program is administered through the Highway Safety Division (HSD), a unit of the Missouri Department of Transportation. The goal of the HSD is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

PROBLEM IDENTIFICATION

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 2009, there were 152,995 traffic crashes in Missouri resulting in an economic loss to the state in excess of \$3.3 billion. In these crashes, 53,829 persons were injured while another 878 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for those aged 3-33.

PROBLEM SOLUTION

An annual Highway Safety Plan (HSP) is developed by the HSD utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS (Statewide Traffic Accident Records Systems). The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. The Compendium contains the following statistics that enable HSD to produce a data-driven HSP:

- Traffic safety problem areas (e.g., alcohol-related, speeding, failure to use seat belts, engineering issues);
- Geographic High Accident Locations (HAL—hot spots for traffic crashes);
- Demographics (age, gender, urban vs. rural, etc.)

STRATEGIES

State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the HSP is channeled to the state from the Section 402 Highway Safety Program within the U.S. Department of Transportation. In addition to Regular 402 funding, Missouri also received Section 154 transfer, 157, 408, 2010, 410 SAFETEA-LU, 2011, and 1906 funds.

SUCSESSES/RESULTS

Since inception of the highway safety program in 1967, Missouri has witnessed a drop in the vehicle death (fatalities per 100 million vehicle miles traveled) from 6.2 to 1.3 in 2009. In calendar year 2009, Missouri experienced declines in overall crashes and injuries. In fact, the goal to reduce fatalities to 1,000 or fewer by 2008 was successful—the death total was reduced to 992. The new goal to reduce fatalities to 850 by 2012 was established and strategies are now underway to accomplish that objective.

Year	Overall Crashes	Injuries	Deaths
2008	155,855	55,149	960
2009	152,995	53,829	878
	<2,860	<1,320	<82

While not solely responsible for this trend, these traffic safety countermeasure projects have made dramatic strides in saving lives.

PROGRAM EVALUATION

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established

goals and objectives of the project. Impact evaluations determine the extent to which the project was able to impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs that have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- They employ crash statistics to identify problem areas;
- They target high risk groups of individuals;
- They utilize knowledge & expertise of the local community to propose workable solutions;
- They apply varied resources from numerous sources;
- They are comprehensive in design; and
- They seek to modify behavior through effective enforcement, education and engineering.

INTERNAL ACTIVITIES

In addition to administering programs that are funded through state and local government agencies, HSD staff members participate in activities to further traffic safety within the state. These include, but aren't limited to:

- Production and distribution of traffic safety materials;
- Legislative tracking and review;
- Training presentations (child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth issues; etc.);
- Exhibits (safety fairs; conferences; State Fair; employer programs; etc.);
- Press conferences & media events; and
- Federal, state and local committees/boards with like-minded missions.

GRANT-FUNDED ACTIVITIES

The Highway Safety Division contracts with State and Local governmental agencies to perform services designed to impact specified problem areas that result in traffic crashes. These problem areas include: Aggressive Driving, Older Drivers, Public Information and Education, Alcohol and Other Drugs, Occupant Restraints, Motorcycle Crashes, School Buses, Young Drivers, Commercial Motor Vehicles, Vulnerable Roadway Users, Engineering and Data Collection.

A total of 447 contracts were issued to grantees. Agencies are required to submit a synopsis of their grant activities for the fiscal year including the results of their efforts. Within this report we have included a sampling of some of the projects we feel were quite successful. A complete file of all annual reports is maintained within the Highway Safety Division.

BUDGET

The total obligation of federal funding and expenditures by the State of Missouri for FY 2010 was as follows. Detailed project amounts are provided in the Budget Addendum.

FUNDING		CURRENT	CARRYOVER	TOTAL	CARRYOVER	TOTAL
CODE	PROBLEM AREA	2010 FUNDS	FROM 2009	AVAILABLE	TO 2011	OBLIGATED
402 REG	All Traffic Safety	4,954,105.00	830,851.34	5,784,956.34	1,250,289.65	4,534,666.69
154	Transfer Funds - AL	4,097,275.00	4,482,315.84	8,579,590.84	2,125,160.32	6,454,430.52
154	Transfer Funds - HE	13,118,169.00	13,716,568.38	26,834,737.38	23,929,192.68	2,905,544.70
410	Alcohol	2,734,741.00	3,800,126.27	6,534,867.27	3,810,762.08	2,724,105.19
	SAFETEA-LU			-		
408	Data Program	524,505.00	1,147,778.39	1,672,283.39	1,062,864.84	609,418.55
2010	Motorcycle Safety	141,354.00	182,454.80	323,808.80	182,037.35	141,771.45
2011	Child Seats	353,782.00	1,211,330.56	1,565,112.56	848,583.56	716,529.00
1906	Prohibit Racial Profiling		206,907.66	206,907.66	-	206,907.66
TOTALS		25,923,931.00	25,578,333.24	51,502,264.24	33,208,890.48	18,293,373.76

ANNUAL EVALUATION REPORT SUMMARY OF MISSOURI DATA

	<u>Baseline Data 1995 - 1998</u>				<u>Progress Report Data 2005 - 2009</u>				
	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Fatalities	1,109	1,148	1,192	1,169	1,257	1,096	992	960	878
Serious Injuries (Defined as: Incapacitating Injury)	10,592	10,328	10,205	9,538	8,625	8,150	7,744	6,932	6,538
Fatalities and Serious Injuries Combined	11,701	11,476	11,397	10,707	9,882	9,246	8,736	7,892	7,416
Fatality Rate / 100 million VMT	1.9	1.9	1.9	1.8	1.8	1.6	1.4	1.3	1.3
Fatality and Serious Injury Rate/ 100 million VMT	19.8	18.8	18.1	16.6	14.4	13.4	12.6	10.9	10.7
Fatality Rate / 100K Population	20.6	21.1	21.7	21.2	21.7	18.8	16.9	16.2	14.7
Fatality and Serious Injury Rate / 100K population	217.6	211.3	207.9	193.9	170.4	158.2	148.6	147.2	123.9
Alcohol-Related Fatalities	266	286	242	277	274	273	243	262	264
Alcohol-Related Fatalities as percentage of All Fatalities (%)	23.99%	24.92%	20.31%	23.70%	21.80%	24.91%	24.5%	27.30%	30.1%
Alcohol Related Fatality Rate / 100 million VMT	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Percent of Population Using Safety Belts*	unknown	unknown	unknown	60.42%	77.41%	75.1%	77.16%	75.78%	77.18%
Percent of unbelted drivers and occupants seriously injured or killed in a crash	23.01%	22.65%	22.78%	22.83%	30.29%	31.14	29.67	30.7	27.3
State Population Estimates	5,378,247	5,431,553	5,481,193	5,521,765	5,800,310	5,842,713	5,878,415	5,911,605	5,987,580

*Seatbelt percentages from University of Central Missouri Seatbelt Usage Surveys.

Seatbelt usage percentages are for drivers and passengers of automobiles, sport utility vehicles, vans, and trucks only to ensure consistency across years.

Crash data provided by the Statistical Analysis Center, Missouri State Highway Patrol

POLICE TRAFFIC SERVICES

This program area addressed numerous traffic safety issues with an emphasis on enforcement and public education and awareness. In analyzing Missouri traffic crash data, we identified aggressive driving (including speed and all hazardous moving violations), alcohol impairment, and occupant protection as the most serious areas. The target groups causing the most crashes were shown to be drivers committing hazardous moving violations (especially speeders and drinking drivers) and young drivers under the age of 21. Countermeasure efforts were directed statewide because even though more crashes occurred in the densely populated urban areas, three-fourths of the *fatal* crashes occurred in rural areas.

A chart outlining the 14 Performance Measures is attached to this section.

BENCHMARKS

Established	Result
Decrease aggressive driving-related fatalities by 2 percent annually to: • 427 by 2009 • 419 by 2010 • 410 by 2011 • 402 by 2012 • 2008 aggressive driving-related fatalities = 436	In 2008, there were 436 aggressive driving-related fatalities. In 2009, that number dropped to 376, a 14% decrease from the previous year.
Decrease speed-related fatalities by 2 percent annually to: • 417 by 2009 • 409 by 2010 • 401 by 2011 • 393 by 2012 2008 speed-related fatalities = 426	In 2008, there were 426 speed-related fatalities. In 2009, that number decreased to 366, a 14% decrease.
Increase speed-related arrests made during grant-funded enforcement activities and mobilizations by 2 percent annually to: • 95,023 by 2009 • 96,924 by 2010 • 98,863 by 2011 • 100,840 by 2012 • 2008 speeding citations issued during grant-funded enforcement activities and mobilizations = 93,160	In 2008, there were 93,160 speeding citations issued during grant-funded enforcement activities and mobilizations. In 2009, that number increased to 98,453, a 6 % increase.
Decrease fatalities involving older drivers by 2 percent annually to: • 156 by 2009 • 153 by 2010 • 150 by 2011 • 147 by 2012 • 2008 fatalities involving older drivers = 159	In 2008, there were 159 fatalities involving older drivers. In 2009, that number decreased to 153, a 4% decrease.
Decrease serious injuries involving older drivers by 2 percent annually to: • 939 by 2009 • 920 by 2010 • 902 by 2011 • 884 by 2012 • 2008 serious injuries involving older drivers = 958	In 2008, there were 958 serious injuries involving older drivers. In 2009, that number increased to 962, an increase of .4%

STRATEGIES

Identified	Implemented
Expand targeted corridor projects and Selective Traffic	The Missouri Safety Center, under contract with the Highway

Enforcement Programs (STEPS) conducted by the Highway Patrol and local law enforcement agencies	Safety Division, contacted and offered overtime enforcement contracts to over 250 targeted law enforcement agencies statewide in the counties where seat belt surveys and the majority of fatal and personal injury crashes were occurring. The goal of this program was to put as much enforcement on the streets during the national "Click It or Ticket" campaign time frame. A report of the total hours worked and the accomplished enforcement actions is attached to this section.
Continue to strategize with law enforcement and training academy partners to develop enforcement/awareness countermeasures and share their concepts and programs	The Highway Safety Division contracts with state and local law enforcement academies (University of Central Missouri and the Missouri Southern State University) to offer "traffic safety specific" courses that aren't normally offered through the Basic Law Enforcement Academy curriculum.
Fund saturation enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns	Campaign tools were made available and included statewide media, press events, a work zone line from the MoDOT website where the public can go for work zone-related information, billboards near major work zones in Missouri, as well as employee and public-awareness events through the districts all year long. An "orange light campaign" ran statewide where the districts worked to light major landmarks orange in their area during Work Zone Awareness Week.
Expand use of speed monitoring and changeable message signs	MoDOT continued using electronic changeable message boards. Permanent MoDOT message board systems were also used.
Expand efforts to educate roadway users on the dangers of aggressive driving and the rules of the road	The Safe Driving Guide for all new drivers was distributed throughout the year. HSD continues to provide presentations to corporate, communities and schools about the dangers of aggressive driving and the rules of the road. MoDOT continues to expand clear zones to open up visibility.
Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers	The Missouri Coalition for Roadway Safety previously approved the creation of a Subcommittee on Elder Mobility and Safety. Countermeasures to reduce crashes involving older drivers remains the main focus of the committee.
Maintain a database of partners that have an interest in older driver issues; keep these partners apprised of new developments and materials in this field	A database of safety partners interested in Older Driver issues is maintained by the HSD and efforts continue through that group.
Develop and distribute public informational materials to assist older drivers and their families	Materials were purchased under this project for adaptive devices used for training. Older driver brochures are reprinted and provided at events and are also available online.
Conduct <i>Drive Well</i> and <i>Car Fit</i> NHTSA training sessions in selected regions of the state	CarFit events were hosted around the state during the grant year. In addition, other activities were conducted that did not require funding.
Implement strategies outlined in <i>Missouri's Blueprint to ARRIVE ALIVE</i>	Strategies outlined in Missouri's Blueprint for Safer Roadways are included in Missouri's Highway Safety Plan each year.
Train law enforcement personnel to identify signs of impairment specific to older drivers	A curriculum was purchased in order to provide sensitivity training to advocates in the state who work with older driver safety programs. The program uses several tools to simulate some of the age-related problems with vision and flexibility.
Identify and promote self-assessment tools to enable older drivers to check their own driving abilities	The HSD promotes the use of self-assessment tools such as the AAA Roadwise Review.
Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training)	A newly revised form includes many features from other jurisdictions, as well as practices recommended by the American Medical Association Older Drivers Project. A core principle of this revision is that physicians need clear guidance about what to evaluate, how to relate finds to the driving task, and how to make reasoned conclusions and recommendations.
Establish a subcommittee under the Missouri Coalition for Roadway Safety to address older driver safety.	The Missouri Coalition for Roadway Safety approved the creation of a Subcommittee to address Elder Mobility and Safety. The subcommittee meets quarterly to work on traffic

	safety issues among older drivers. Resource materials were printed and a sponsorship fee for the Show-Me Summit on Aging and Health was provided.
Develop a package of office based screening tools that can be used by agencies involved in licensing decisions.	The HSD has worked closely with Washington University over the past two years to develop training modules and screening tools for law enforcement and licensing agencies. The project includes healthy elderly in the sample to determine their ability to pass/fail the highway patrol screens, clinical measures, and road evaluations. This control comparison is essential in determining how well the screens can discriminate between medically impaired older drivers and the healthy older adults.

ENFORCEMENT EFFORTS

The Highway Safety Division recognizes that enforcement efforts, when coupled with education/awareness/media activities, has a much more profound impact. The Statewide enforcement mobilization "Click it Or Ticket" was held from May 24 through May 31, 2010, and the "You Drink and Drive, You Lose." mobilization was held from August 20-September 6, 2010. Law enforcement agencies put in 22,715 hours toward these efforts. The mobilizations were preceded by a media blitz and followed by a recap of the activities upon completion of the enforcement efforts.

Attached to this report is a summary of citation activity data and crash analysis for fiscal year 2010.

TRAINING

Traffic enforcement is a dynamic field. Terrorism, drug-trafficking, evolving designs of motor vehicles, and increased traffic loads make it necessary to continually train law enforcement officers on investigating crashes, making traffic stops, searching vehicles, changing laws, and technology advances. The Highway Safety Division contracts with state and local law enforcement academies (University of Central Missouri and the Missouri Southern State University) to offer "traffic safety specific" courses that aren't normally offered through the Basic Law Enforcement Academy curriculum. Some of the courses funded through the Highway Safety Division for FY 2009 were:

1. Basic Standard Field Sobriety Testing
2. Standard Field Sobriety Testing Instructor Course
3. Standard Field Sobriety Testing Basic Update
4. Standard Field Sobriety Testing Refresher Course
5. Detecting Impaired Driving and Documenting and Testifying
6. BAC Type II Training
7. BAC type III Training
8. Recognizing the Drug Impaired Driver
9. D.W.I. Crash Investigation
10. Sobriety Checkpoint Supervisor Training
11. DRE Recertification Training
12. Small Department DWI Detection
13. Vehicle Search & Seizure
14. High Risk Vehicle Stops
15. Beyond the Ticket
16. MO Motor Vehicle law
17. Railroad Crossing Collision Investigation
18. Crash Investigation Series
19. Emergency Vehicle Operations
20. Pursuits Civil Criminal Liability
21. Courses offered by Missouri State Highway Patrol, which include:
 - a. Basic Crash Investigation
 - b. Advanced Crash Investigation
 - c. Crash Reconstruction
 - d. Crash Reconstruction Retraining
 - e. Radar Instructor
 - f. Laser Instructor
 - g. Motorcycle/Pedestrian Crash Investigation
 - h. SFST Instructor
 - i. BAC Type II
 - j. BAC Type III/SFST
 - k. Energy Methods Crash Reconstruction

- l. EVOC
- m. EVOC Instructor

In addition to the academies, training was offered by the Department of Revenue, Office of the State Courts Administrator, Missouri Office of Prosecution Services, Highway Safety Division, and the Law Enforcement Traffic Safety Advisory Council (LETSAC). Some of the training is available to more than just law enforcement agencies.

OLDER DRIVERS

Our population is aging and older adult drivers are increasing their exposure (miles driven/year) on the highways. Fatality rates per vehicle miles traveled have been falling for society as a whole, but older drivers' rates are increasing (NHTSA, 2005). According to the 2000 Census, Missouri ranked 14th nationally with 13.5% of the population age 65 or older. A 62 percent increase is expected in this age group between 2005 and 2025, from 774,000 to 1,258,000.

Older drivers are a major concern because they are more at risk of dying in a traffic crash than younger drivers. This is due, in large part, to the fragility of older individuals. Fragility and inflexibility – natural occurrences of aging – cause older drivers to be more easily injured. These conditions cause them to be less likely to survive their injuries. Certain progressive illnesses, such as osteoporosis, atherosclerosis, Alzheimer's disease and macular degeneration, eventually cause physical weakness and/or require driving retirement due to the progressive nature of these diseases. For this reason, NHTSA lists older driver safety as a priority area for research, education, and rulemaking in the upcoming decade.

In relation to all other licensed drivers in the State, drivers 65 and over are almost equally involved in Missouri's traffic crash experience; however, older drivers do not travel as many miles or as frequently as other drivers. This may be due, in part, to the fact that older drivers tend to self-regulate. As their nighttime vision begins to deteriorate, they begin to restrict their driving to daylight hours. If they are uncomfortable or frightened driving in unfamiliar surroundings, they limit their driving to locations that are well known to them.

In 2007, there were 788,371 people licensed in Missouri who were age 65 or over. They accounted for 17.7% percent of the 4,446,471 persons licensed in Missouri. By August of 2010, 700,476 of the 5,987,580 licensed drivers in the state were 65 and older—representing 11.7% of the total licensed driver population.

Of all 2007-2009 fatal and disabling injury crashes in Missouri, 13.8% involved an older driver of a motor vehicle. In 2007-2009, 477 persons were killed and 2,890 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

YOUTH PROGRAM HIGHLIGHTS

Web-Based Server Training – In December 2004, the on-line State of Missouri Alcohol Responsibility Training (SMART) was released. This web-based server training course was originally designed by the University of Nebraska-Lincoln and modified for the State of Missouri. Each interactive module presents information in a variety of ways to meet multiple learning styles. The tone is conversational, supportive, and friendly even when the focus is on consequences. The module content and presentation accommodates a wide variety of educational backgrounds. There are links to relevant laws, policies, and web sites. Self-help and review activities and exercises provide practice and the opportunity to retake until successful and include hints and helps to facilitate the learning process. Content is presented in small, incremental steps that gradually spiral towards more and more complex scenarios.

Partners in Prevention – Partners in Prevention (PIP) is Missouri's higher education substance abuse consortium. PIP's mission is to create a campus, city, and state environment that supports responsible decision making in regard to alcohol by the college students who attend Missouri's public institutions of higher education. PIP's focus is on decreasing at-risk drinking by students on Missouri's college and university campuses. Through evaluation, funding, training technical assistance, and coalition building, PIP helps members create positive change on their college campuses.

YOUNG DRIVERS

Benchmarks

<p>Decrease disabling injuries involving young drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 1,745 by 2009 • 1,710 by 2010 • 1,676 by 2011 • 1,643 by 2012 <p>• 2008 disabling injuries involving drivers age 20 or younger = 1,781</p>	<p>In 2008, there were 1,781 disabling injuries involving drivers age 20 or younger. In 2009, there were 1,625, a decrease of 9%.</p>
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Strategies

Continue support for youth prevention and education programs to include Team Spirit Leadership Conferences and Reunion; Think First Programs (school assemblies Traffic Offenders Program, and the corporate program); <i>Every15 Minutes</i> ; DWI docudramas; CHEERS university-based designated driver program	All of these programs continue to be supported during the grant year. A total of 13,723 Missouri students received traffic safety education via the ThinkFirst For Teens Assembly program conducted at sixty-four schools. A total of 3,580 Missourians received education via the ThinkFirst Corporate/Community Traffic Safety Program conducted at thirty-six worksites/organizations. More details are outlined in a report attached to this section.
Continue statewide distribution of <i>Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive</i> through DOR offices and Highway Patrol driver examination stations	Over 100,000 copies of the revised booklet (Roadwise: Parent/Teen Safe Driving Guide) were created and distributed by the Missouri Department of Revenue Field Offices and the Missouri State Highway Patrol Driver Examination Stations across Missouri.
Seek out and continually assess young driver educational programs to determine the best and most cost-effective way to reach the largest number of parents who are teaching teens to drive and teens who are learning to drive	The regional youth coordinators with Missouri Coalition for Roadway Safety meet and discuss opportunities to educate parents and schools for effective means to reach teens who are learning to drive.
Continue to update, as needed, materials and Web site information on young, high-risk drivers; develop materials that are especially appealing to young drivers	Materials are continuously updated as needed as well as the website as new information is available.
Include information on the GDL law in materials, on the Web site, and within presentations	No changes have been made in the GDL law during the grant year. Information is shared during presentations and through printed materials.
Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, SMART Web-based server training, Party Patrol, selective enforcement, PIRE law enforcement training, compliance checks, and multijurisdiction enforcement teams)	Through data collected from the Spring 2009 Missouri College Student Health Behavior Survey, a social-norming campaign was implemented via the "Drive Safe. Drive Smart." Program, expressing that 87% of Missouri College students use a designated driver. This information was also used in the CHEERS and "Drive Safe. Drive Smart." handbills and brochures. Through a list serve and monthly PIP meetings, contact was maintained with all 23 CHEERS chapters (some inactive) to encourage them to sustain or improve their CHEERS participation. PIP has proven to be a continued method for encouraging participants in the SMART and CHEERS programs throughout the state. PIP members are updated on progress and new developments at monthly meetings or via contact on the PIP list serve. Also, during the grant year the Division of Alcohol and Tobacco Control conducted 43 Server Trainings across the state that trained 2,455 people.
Conduct an annual safety belt survey of young drivers and their passengers and conduct annual law enforcement mobilizations and public awareness campaigns targeting lack of safety belt use at high schools	A teen focused law enforcement effort was conducted in March of 2010. During this campaign/mobilization 160 officers worked a total of 691 hours, issuing 1,582 citations. The teen seat belt survey of young drivers took place in April 2010. Of the 17,416 teenage drivers observed, 66.4% were using safety belts. This is a 5 percent increase over the 61.4 percent using safety belts in 2009. This number is still well below the 2010 statewide safety belt usage rate of 76%.
Provide funding to support college/university prevention programs (Partners In Prevention, Partners In Environmental Change, CHEERS Designated Driver program) that focus on the development and implementation of UMC's <i>Drive Safe. Drive Smart</i> campaign	Funding was provided for regular safety belt check point operations on Missouri's thirteen public universities and in their surrounding communities. A "Drive Safe. Drive Smart." Educational blitz was to take place after the initial survey with the intention to improve seatbelt usage as conducted in the follow-up, post education survey 6 weeks after the initial survey. Of the six new campuses in PIP, four of those chose to participate in the shortened version of the campaign in April 2010.
Encourage strict enforcement of Missouri laws targeting	Brochures and other materials were published and provided

young drivers (e.g., Graduated Drivers License, Zero Tolerance, Abuse and Lose)	on safe driving behaviors for law enforcement to distribute to students and community persons during their "Drive Safe. Drive Smart." events. The adult staff at area schools were trained in order to set up programs for Zero Tolerance for underage drinking and driving. A listing of the schools (that consisted of 48 youth leaders and 21 adult sponsors) is included in the report attached to this document.
Promote saveMOyouth Web site and other social marketing sites that appeal to youth (Facebook, Twitter, etc.)	SaveMOyouth was combined with the saveMOLives website. In addition, the strength of the ThinkFirst Facebook page and the degree to which fans engaged with the page indicate that Facebook is an ideal method for reaching the ThinkFirst target demographic.
Provide support for the Missouri Coalition for Roadway Safety Impaired Driving Subcommittee to address underage impaired driving	The Youth Coordinator in the Highway Safety Office continues to serve on this committee and is available to address underage drinking issues.
Implement, if possible, recommendations identified in the 2009 Statewide Underage Impaired Driving Strategic Advance	Strategies are discussed and recommendations are implemented as plans of action are outlined.
Develop campaigns/materials to reach targeted high-risk groups	Three new radio spots were created on the dangers of texting while driving. A website landing page was also created to ask teens about their seat belt use and to redeem free music downloads. An advertisement was placed in Missouri Sheriff's Magazine to solicit participation in the "HEAT is ON" campaign. A "Saved by the Belt" poster was created.
Promote the Never Made It, Battle of the Belt, and Get Your Buckle On campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience	The teen seat belt website, "GetYourBuckleOn.com" was renewed. The campaign included advertisements on the internet and newspapers.

EFFICIENCY AND PRODUCTIVITY

The Highway Safety Division contracted with the Regional Justice Information System (REJIS) to develop a web-based contract management system. The system was completed in 2002 and available for application submission for 2003 grants. This is the sixth year that the Annual Report could be completed on line, which continues to streamline our process.

Planning was undertaken in 2007 to start a rewrite process of the current grants management system. A complete review was conducted by staff at REJIS to determine the needs of HSD staff to begin the migration to a complete web-based grants management system. REJIS prepared a new design document outlining the changes necessary to change to the new technology. This rewrite has been completed and was available for the processing of 2010 grants online.

(You will note on several of the individual agency Annual Reports included in this document that there were some pagination issues—that problem will be addressed and resolved for the submission of the next Annual Report).

2010 Performance Measures

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Fatalities (actual)	1257	1096	992	960	878
Fatality Rate per 100M VMT (statewide; urban; rural)	1.83	1.59	1.43	1.41	1.29
Number of serious (disabling) injuries	8624	8151	7744	6932	6539
Number of fatalities involving drivers or motorcycle operators with .08 BAC or above	236	208	186	175	172
Number of unrestrained passenger vehicle occupant fatalities	621	576	478	489	425
Number of speeding-related fatalities	510	457	411	426	366
Number of motorcyclist fatalities	88	93	91	107	84
Number of un-helmeted motorcyclist fatalities	14	12	14	12	16
Number of drivers age 20 or younger involved in fatal crashes	186	167	135	120	106
Number of pedestrian fatalities	92	78	79	66	71
Percent observed belt use for passenger vehicles—front seat outboard occupants	77%	75%	77%	76%	77%
Number of seat belt citations issued during grant-funded enforcement activities	Na	14,948	17,513	20,244	29,034
Number of impaired driving arrests made during grant-funded enforcement activities	Na	3,531	3,604	3,808	5,369
Number of speeding citations issued during grant-funded enforcement activities	Na	67,478	76,471	75,812	98,453

Agency	Crash Type	Oct. 1, 2006 - Sept. 30, 2009 Fatal Crashes	3 Year Average Fatal Crashes	Oct. 1, 2009 - Sept. 30, 2010 Fatal Crashes
Archie Police Dept.	Alcohol/Drug Involved	0	0.00	0
Archie Police Dept.	Speed - Exceeded Limit	0	0.00	0
Archie Police Dept.	Hazardous Moving Violations	0	0.00	0
Arnold Police Dept.	Alcohol/Drug Involved	3	1.00	1
Arnold Police Dept.	Speed - Exceeded Limit	3	1.00	1
Arnold Police Dept.	Hazardous Moving Violations	3	1.00	2
Ballwin Police Dept.	Alcohol/Drug Involved	0	0.00	0
Ballwin Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ballwin Police Dept.	Hazardous Moving Violations	0	0.00	0
Barry County Sheriff's Dept.	Alcohol/Drug Involved	13	4.33	3
Barry County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	2
Barry County Sheriff's Dept.	Hazardous Moving Violations	20	6.67	4
Barton County Sheriff's	Alcohol/Drug Involved	1	0.33	0
Barton County Sheriff's	Speed - Exceeded Limit	1	0.33	1
Barton County Sheriff's	Hazardous Moving Violations	6	2.00	1
Bellefontaine Neighbors	Alcohol/Drug Involved	2	0.67	0
Bellefontaine Neighbors	Speed - Exceeded Limit	0	0.00	0
Bellefontaine Neighbors	Hazardous Moving Violations	4	1.33	1
Belton Police Dept.	Alcohol/Drug Involved	0	0.00	0
Belton Police Dept.	Speed - Exceeded Limit	0	0.00	0
Belton Police Dept.	Hazardous Moving Violations	0	0.00	0
Billings Police Dept.	Alcohol/Drug Involved	0	0.00	1
Billings Police Dept.	Speed - Exceeded Limit	0	0.00	1
Billings Police Dept.	Hazardous Moving Violations	1	0.33	1
Blue Springs Police Dept.	Alcohol/Drug Involved	4	1.33	0
Blue Springs Police Dept.	Speed - Exceeded Limit	3	1.00	0
Blue Springs Police Dept.	Hazardous Moving Violations	5	1.67	0
Bolivar Police Dept.	Alcohol/Drug Involved	1	0.33	0
Bolivar Police Dept.	Speed - Exceeded Limit	0	0.00	1
Bolivar Police Dept.	Hazardous Moving Violations	0	0.00	1
Boone County Sheriff's	Alcohol/Drug Involved	6	2.00	5
Boone County Sheriff's	Speed - Exceeded Limit	15	5.00	1
Boone County Sheriff's	Hazardous Moving Violations	0	0.00	4
Branson Police Dept.	Alcohol/Drug Involved	0	0.00	1
Branson Police Dept.	Speed - Exceeded Limit	1	0.33	1

Branson Police Dept.	Hazardous Moving Violations	1	0.33	1
Breckenridge Hills Police Dept.	Alcohol/Drug Involved	0	0.00	1
Breckenridge Hills Police Dept.	Speed - Exceeded Limit	0	0.00	0
Breckenridge Hills Police Dept.	Hazardous Moving Violations	0	0.00	0
Brentwood Police Dept.	Alcohol/Drug Involved	0	0.00	0
Brentwood Police Dept.	Speed - Exceeded Limit	1	0.33	1
Brentwood Police Dept.	Hazardous Moving Violations	1	0.33	1
Bridgeton Police Dept.	Alcohol/Drug Involved	5	1.67	1
Bridgeton Police Dept.	Speed - Exceeded Limit	3	1.00	1
Bridgeton Police Dept.	Hazardous Moving Violations	7	2.33	3
Butler County Sheriff's Dept.	Alcohol/Drug Involved	13	4.33	1
Butler County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	0
Butler County Sheriff's Dept.	Hazardous Moving Violations	14	4.67	1
Byrnes Mill Police Dept.	Alcohol/Drug Involved	0	0.00	0
Byrnes Mill Police Dept.	Speed - Exceeded Limit	0	0.00	0
Byrnes Mill Police Dept.	Hazardous Moving Violations	0	0.00	0
Callaway County Sheriff's Dept.	Alcohol/Drug Involved	11	3.67	2
Callaway County Sheriff's Dept.	Speed - Exceeded Limit	2	0.67	3
Callaway County Sheriff's Dept.	Hazardous Moving Violations	7	2.33	4
Calverton Park Police Dept.	Alcohol/Drug Involved	0	0.00	0
Calverton Park Police Dept.	Speed - Exceeded Limit	0	0.00	0
Calverton Park Police Dept.	Hazardous Moving Violations	0	0.00	0
Camden County Sheriff's	Alcohol/Drug Involved	12	4.00	1
Camden County Sheriff's	Speed - Exceeded Limit	5	1.67	0
Camden County Sheriff's	Hazardous Moving Violations	24	8.00	1
Camdenton Police Dept.	Alcohol/Drug Involved	0	0.00	0
Camdenton Police Dept.	Speed - Exceeded Limit	0	0.00	0
Camdenton Police Dept.	Hazardous Moving Violations	0	0.00	0
Cape Girardeau County Sheriff	Alcohol/Drug Involved	4	1.33	3
Cape Girardeau County Sheriff	Speed - Exceeded Limit	1	0.33	0
Cape Girardeau County Sheriff	Hazardous Moving Violations	3	1.00	5
Cape Girardeau Police	Alcohol/Drug Involved	1	0.33	0
Cape Girardeau Police	Speed - Exceeded Limit	2	0.67	0
Cape Girardeau Police	Hazardous Moving Violations	2	0.67	1
Cartersville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Cartersville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Cartersville Police Dept.	Hazardous Moving Violations	0	0.00	0

Carthage Police Dept.	Alcohol/Drug Involved	0	0.00	0
Carthage Police Dept.	Speed - Exceeded Limit	0	0.00	0
Carthage Police Dept.	Hazardous Moving Violations	1	0.33	0
Caruthersville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Caruthersville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Caruthersville Police Dept.	Hazardous Moving Violations	0	0.00	0
Cass County Sheriff's Dept.	Alcohol/Drug Involved	9	3.00	0
Cass County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	0
Cass County Sheriff's Dept.	Hazardous Moving Violations	8	2.67	1
Charlack Police Dept.	Alcohol/Drug Involved	0	0.00	0
Charlack Police Dept.	Speed - Exceeded Limit	0	0.00	0
Charlack Police Dept.	Hazardous Moving Violations	0	0.00	0
Chesterfield Police Dept.	Alcohol/Drug Involved	0	0.00	0
Chesterfield Police Dept.	Speed - Exceeded Limit	0	0.00	0
Chesterfield Police Dept.	Hazardous Moving Violations	0	0.00	0
Chillicothe Police Dept.	Alcohol/Drug Involved	0	0.00	0
Chillicothe Police Dept.	Speed - Exceeded Limit	0	0.00	0
Chillicothe Police Dept.	Hazardous Moving Violations	0	0.00	0
Christian County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0
Christian County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	0
Christian County Sheriff's Dept.	Hazardous Moving Violations	8	2.67	1
Clark County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0
Clark County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Clark County Sheriff's Dept.	Hazardous Moving Violations	1	0.33	1
Clay County Sheriff's Dept.	Alcohol/Drug Involved	5	1.67	2
Clay County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	1
Clay County Sheriff's Dept.	Hazardous Moving Violations	8	2.67	1
Cleveland Police Dept.	Alcohol/Drug Involved	0	0.00	0
Cleveland Police Dept.	Speed - Exceeded Limit	0	0.00	0
Cleveland Police Dept.	Hazardous Moving Violations	0	0.00	0
Clinton Police Dept.	Alcohol/Drug Involved	1	0.33	0
Clinton Police Dept.	Speed - Exceeded Limit	1	0.33	0
Clinton Police Dept.	Hazardous Moving Violations	1	0.33	1
Cole County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	2
Cole County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	0
Cole County Sheriff's Dept.	Hazardous Moving Violations	3	1.00	1
Columbia Police Dept.	Alcohol/Drug Involved	9	3.00	1

Columbia Police Dept.	Speed - Exceeded Limit	12	4.00	1
Columbia Police Dept.	Hazardous Moving Violations	15	5.00	1
Creve Coeur Police Dept.	Alcohol/Drug Involved	0	0.00	1
Creve Coeur Police Dept.	Speed - Exceeded Limit	0	0.00	0
Creve Coeur Police Dept.	Hazardous Moving Violations	0	0.00	0
Crystal City Police Dept.	Alcohol/Drug Involved	0	0.00	0
Crystal City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Crystal City Police Dept.	Hazardous Moving Violations	1	0.33	0
Dallas County Sheriff's Dept.	Alcohol/Drug Involved	1	0.33	3
Dallas County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1
Dallas County Sheriff's Dept.	Hazardous Moving Violations	2	0.67	4
Des Peres Dept. of Public Safe	Alcohol/Drug Involved	0	0.00	0
Des Peres Dept. of Public Safe	Speed - Exceeded Limit	0	0.00	0
Des Peres Dept. of Public Safe	Hazardous Moving Violations	1	0.33	0
DeSoto Police Dept.	Alcohol/Drug Involved	1	0.33	0
DeSoto Police Dept.	Speed - Exceeded Limit	0	0.00	0
DeSoto Police Dept.	Hazardous Moving Violations	1	0.33	0
Eldon Police Dept.	Alcohol/Drug Involved	2	0.67	0
Eldon Police Dept.	Speed - Exceeded Limit	0	0.00	0
Eldon Police Dept.	Hazardous Moving Violations	0	0.00	0
Ellisville Police Dept.	Alcohol/Drug Involved	0	0.00	1
Ellisville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ellisville Police Dept.	Hazardous Moving Violations	0	0.00	0
Eureka Police Dept.	Alcohol/Drug Involved	2	0.67	0
Eureka Police Dept.	Speed - Exceeded Limit	1	0.33	0
Eureka Police Dept.	Hazardous Moving Violations	2	0.67	1
Farmington Police Dept.	Alcohol/Drug Involved	0	0.00	2
Farmington Police Dept.	Speed - Exceeded Limit	0	0.00	1
Farmington Police Dept.	Hazardous Moving Violations	1	0.33	1
Ferguson Police Dept.	Alcohol/Drug Involved	0	0.00	1
Ferguson Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ferguson Police Dept.	Hazardous Moving Violations	1	0.33	1
Festus Police Dept.	Alcohol/Drug Involved	1	0.33	0
Festus Police Dept.	Speed - Exceeded Limit	1	0.33	0
Festus Police Dept.	Hazardous Moving Violations	3	1.00	0
Florissant Police Dept.	Alcohol/Drug Involved	4	1.33	0
Florissant Police Dept.	Speed - Exceeded Limit	2	0.67	0

Florissant Police Dept.	Hazardous Moving Violations	3	1.00	0
Franklin County Sheriff's	Alcohol/Drug Involved	27	9.00	8
Franklin County Sheriff's	Speed - Exceeded Limit	7	2.33	2
Franklin County Sheriff's	Hazardous Moving Violations	32	10.67	10
Gladstone Dept. of Public Safe	Alcohol/Drug Involved	0	0.00	0
Gladstone Dept. of Public Safe	Speed - Exceeded Limit	1	0.33	0
Gladstone Dept. of Public Safe	Hazardous Moving Violations	1	0.33	0
Glendale Police Dept.	Alcohol/Drug Involved	0	0.00	0
Glendale Police Dept.	Speed - Exceeded Limit	0	0.00	0
Glendale Police Dept.	Hazardous Moving Violations	0	0.00	0
Grain Valley Police Dept.	Alcohol/Drug Involved	0	0.00	0
Grain Valley Police Dept.	Speed - Exceeded Limit	0	0.00	0
Grain Valley Police Dept.	Hazardous Moving Violations	0	0.00	0
Grandview Police Dept.	Alcohol/Drug Involved	3	1.00	0
Grandview Police Dept.	Speed - Exceeded Limit	2	0.67	0
Grandview Police Dept.	Hazardous Moving Violations	6	2.00	0
Greene County Sheriff's	Alcohol/Drug Involved	9	3.00	5
Greene County Sheriff's	Speed - Exceeded Limit	6	2.00	6
Greene County Sheriff's	Hazardous Moving Violations	13	4.33	8
Hallsville Police	Speed - Exceeded Limit	0	0.00	0
Hallsville Police	Hazardous Moving Violations	0	0.00	0
Harrisonville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Harrisonville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Harrisonville Police Dept.	Hazardous Moving Violations	0	0.00	0
Hayti Police Dept.	Alcohol/Drug Involved	0	0.00	0
Hayti Police Dept.	Speed - Exceeded Limit	0	0.00	0
Hayti Police Dept.	Hazardous Moving Violations	0	0.00	0
Hazelwood Police Dept.	Alcohol/Drug Involved	1	0.33	1
Hazelwood Police Dept.	Speed - Exceeded Limit	0	0.00	1
Hazelwood Police Dept.	Hazardous Moving Violations	1	0.33	1
Herculaneum Police Dept.	Alcohol/Drug Involved	1	0.33	0
Herculaneum Police Dept.	Speed - Exceeded Limit	1	0.33	0
Herculaneum Police Dept.	Hazardous Moving Violations	2	0.67	0
Highway Safety Division	Alcohol/Drug Involved	0	0.00	0
Highway Safety Division	Speed - Exceeded Limit	0	0.00	0
Highway Safety Division	Hazardous Moving Violations	0	0.00	0
Howell County Sheriff's Dept.	Alcohol/Drug Involved	6	2.00	2

Howell County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	1
Howell County Sheriff's Dept.	Hazardous Moving Violations	12	4.00	3
Independence Police Dept.	Alcohol/Drug Involved	11	3.67	4
Independence Police Dept.	Speed - Exceeded Limit	12	4.00	3
Independence Police Dept.	Hazardous Moving Violations	16	5.33	4
Jackson County Sheriff's	Alcohol/Drug Involved	7	2.33	0
Jackson County Sheriff's	Speed - Exceeded Limit	7	2.33	2
Jackson County Sheriff's	Hazardous Moving Violations	9	3.00	2
Jackson Police Dept.	Alcohol/Drug Involved	0	0.00	0
Jackson Police Dept.	Speed - Exceeded Limit	0	0.00	0
Jackson Police Dept.	Hazardous Moving Violations	0	0.00	0
Jasco-Metropolitan Police	Alcohol/Drug Involved	0	0.00	0
Jasco-Metropolitan Police	Speed - Exceeded Limit	0	0.00	0
Jasco-Metropolitan Police	Hazardous Moving Violations	0	0.00	0
Jasper County Sheriff's	Alcohol/Drug Involved	8	2.67	1
Jasper County Sheriff's	Speed - Exceeded Limit	3	1.00	1
Jasper County Sheriff's	Hazardous Moving Violations	13	4.33	2
Jefferson City Police Dept.	Alcohol/Drug Involved	0	0.00	0
Jefferson City Police Dept.	Speed - Exceeded Limit	0	0.00	1
Jefferson City Police Dept.	Hazardous Moving Violations	1	0.33	1
Jefferson County Sheriff's	Alcohol/Drug Involved	40	13.33	10
Jefferson County Sheriff's	Speed - Exceeded Limit	9	3.00	6
Jefferson County Sheriff's	Hazardous Moving Violations	35	11.67	10
Jennings Police Dept.	Alcohol/Drug Involved	0	0.00	0
Jennings Police Dept.	Speed - Exceeded Limit	1	0.33	0
Jennings Police Dept.	Hazardous Moving Violations	2	0.67	1
Joplin Police Dept.	Alcohol/Drug Involved	3	1.00	1
Joplin Police Dept.	Speed - Exceeded Limit	3	1.00	1
Joplin Police Dept.	Hazardous Moving Violations	7	2.33	1
Kansas City MO Board of Polic	Alcohol/Drug Involved	58	19.33	13
Kansas City MO Board of Polic	Speed - Exceeded Limit	62	20.67	20
Kansas City MO Board of Polic	Hazardous Moving Violations	83	27.67	26
Kearney Police Dept.	Alcohol/Drug Involved	0	0.00	0
Kearney Police Dept.	Speed - Exceeded Limit	0	0.00	0
Kearney Police Dept.	Hazardous Moving Violations	0	0.00	0
Kennett Police Dept.	Alcohol/Drug Involved	0	0.00	0
Kennett Police Dept.	Speed - Exceeded Limit	0	0.00	0

Kennett Police Dept.	Hazardous Moving Violations	0	0.00	0
Kirkwood Police Dept.	Alcohol/Drug Involved	0	0.00	0
Kirkwood Police Dept.	Speed - Exceeded Limit	0	0.00	0
Kirkwood Police Dept.	Hazardous Moving Violations	0	0.00	0
Lawrence County Sheriff's	Alcohol/Drug Involved	6	2.00	3
Lawrence County Sheriff's	Speed - Exceeded Limit	0	0.00	1
Lawrence County Sheriff's	Hazardous Moving Violations	4	1.33	3
Lebanon Police Dept.	Alcohol/Drug Involved	0	0.00	0
Lebanon Police Dept.	Speed - Exceeded Limit	2	0.67	0
Lebanon Police Dept.	Hazardous Moving Violations	2	0.67	0
Lee's Summit Police Dept.	Alcohol/Drug Involved	4	1.33	1
Lee's Summit Police Dept.	Speed - Exceeded Limit	3	1.00	1
Lee's Summit Police Dept.	Hazardous Moving Violations	9	3.00	3
Liberty Police Dept.	Alcohol/Drug Involved	1	0.33	1
Liberty Police Dept.	Speed - Exceeded Limit	1	0.33	1
Liberty Police Dept.	Hazardous Moving Violations	1	0.33	1
Livingston County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0
Livingston County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Livingston County Sheriff's Dept.	Hazardous Moving Violations	2	0.67	0
Maries County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	0
Maries County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	0
Maries County Sheriff's Dept.	Hazardous Moving Violations	5	1.67	0
Maryland Heights Police Dept.	Alcohol/Drug Involved	2	0.67	0
Maryland Heights Police Dept.	Speed - Exceeded Limit	2	0.67	0
Maryland Heights Police Dept.	Hazardous Moving Violations	3	1.00	0
McDonald County Sheriff's Dept.	Alcohol/Drug Involved	12	4.00	2
McDonald County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	0
McDonald County Sheriff's Dept.	Hazardous Moving Violations	12	4.00	3
Missouri State Highway Patrol	Alcohol/Drug Involved	0	0.00	0
Missouri State Highway Patrol	Speed - Exceeded Limit	0	0.00	0
Missouri State Highway Patrol	Hazardous Moving Violations	0	0.00	0
Moberly Police Dept.	Alcohol/Drug Involved	0	0.00	0
Moberly Police Dept.	Speed - Exceeded Limit	1	0.33	0
Moberly Police Dept.	Hazardous Moving Violations	1	0.33	0
Moline Acres Police Dept.	Alcohol/Drug Involved	0	0.00	0
Moline Acres Police Dept.	Speed - Exceeded Limit	1	0.33	0
Moline Acres Police Dept.	Hazardous Moving Violations	1	0.33	0

Monett Police Dept.	Alcohol/Drug Involved	1	0.33	0
Monett Police Dept.	Speed - Exceeded Limit	1	0.33	0
Monett Police Dept.	Hazardous Moving Violations	1	0.33	0
Neosho Police Dept.	Alcohol/Drug Involved	1	0.33	1
Neosho Police Dept.	Speed - Exceeded Limit	0	0.00	0
Neosho Police Dept.	Hazardous Moving Violations	0	0.00	0
Newton County Sheriff's	Alcohol/Drug Involved	9	3.00	2
Newton County Sheriff's	Speed - Exceeded Limit	4	1.33	0
Newton County Sheriff's	Hazardous Moving Violations	12	4.00	4
Nixa Police Dept.	Alcohol/Drug Involved	0	0.00	0
Nixa Police Dept.	Speed - Exceeded Limit	1	0.33	0
Nixa Police Dept.	Hazardous Moving Violations	2	0.67	0
North Kansas City Police Dept.	Alcohol/Drug Involved	0	0.00	1
North Kansas City Police Dept.	Speed - Exceeded Limit	0	0.00	0
North Kansas City Police Dept.	Hazardous Moving Violations	0	0.00	0
Northwoods Police Dept.	Alcohol/Drug Involved	0	0.00	0
Northwoods Police Dept.	Speed - Exceeded Limit	0	0.00	0
Northwoods Police Dept.	Hazardous Moving Violations	0	0.00	0
O'Fallon Police Dept.	Alcohol/Drug Involved	2	0.67	2
O'Fallon Police Dept.	Speed - Exceeded Limit	2	0.67	1
O'Fallon Police Dept.	Hazardous Moving Violations	2	0.67	1
Olivette Police Dept.	Alcohol/Drug Involved	0	0.00	0
Olivette Police Dept.	Speed - Exceeded Limit	0	0.00	0
Olivette Police Dept.	Hazardous Moving Violations	0	0.00	0
Oronogo Police Dept.	Alcohol/Drug Involved	0	0.00	0
Oronogo Police Dept.	Speed - Exceeded Limit	0	0.00	0
Oronogo Police Dept.	Hazardous Moving Violations	0	0.00	0
Osage Beach	Alcohol/Drug Involved	1	0.33	0
Osage Beach	Speed - Exceeded Limit	0	0.00	0
Osage Beach	Hazardous Moving Violations	0	0.00	0
Overland Police Dept.	Alcohol/Drug Involved	1	0.33	0
Overland Police Dept.	Speed - Exceeded Limit	0	0.00	0
Overland Police Dept.	Hazardous Moving Violations	0	0.00	0
Ozark Police Dept.	Alcohol/Drug Involved	1	0.33	1
Ozark Police Dept.	Speed - Exceeded Limit	0	0.00	1
Ozark Police Dept.	Hazardous Moving Violations	1	0.33	1
Pacific Police Dept.	Alcohol/Drug Involved	0	0.00	0

Pacific Police Dept.	Speed - Exceeded Limit	1	0.33	0
Pacific Police Dept.	Hazardous Moving Violations	1	0.33	0
Palmyra Police Dept.	Alcohol/Drug Involved	0	0.00	0
Palmyra Police Dept.	Speed - Exceeded Limit	0	0.00	0
Palmyra Police Dept.	Hazardous Moving Violations	0	0.00	0
Peculiar Police Dept.	Alcohol/Drug Involved	0	0.00	0
Peculiar Police Dept.	Speed - Exceeded Limit	1	0.33	0
Peculiar Police Dept.	Hazardous Moving Violations	2	0.67	0
Pemiscot County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	1
Pemiscot County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1
Pemiscot County Sheriff's Dept.	Hazardous Moving Violations	3	1.00	1
Perry County Sheriff's Dept.	Alcohol/Drug Involved	1	0.33	0
Perry County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Perry County Sheriff's Dept.	Hazardous Moving Violations	1	0.33	1
Pevely Police Dept.	Alcohol/Drug Involved	2	0.67	0
Pevely Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pevely Police Dept.	Hazardous Moving Violations	1	0.33	0
Phelps County Sheriff's Dept.	Alcohol/Drug Involved	7	2.33	1
Phelps County Sheriff's Dept.	Speed - Exceeded Limit	2	0.67	0
Phelps County Sheriff's Dept.	Hazardous Moving Violations	14	4.67	0
Platte County Sheriff's	Alcohol/Drug Involved	5	1.67	3
Platte County Sheriff's	Speed - Exceeded Limit	1	0.33	1
Platte County Sheriff's	Hazardous Moving Violations	5	1.67	1
Pleasant Hill Police Dept.	Alcohol/Drug Involved	0	0.00	0
Pleasant Hill Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pleasant Hill Police Dept.	Hazardous Moving Violations	0	0.00	0
Poplar Bluff Police Dept.	Alcohol/Drug Involved	1	0.33	0
Poplar Bluff Police Dept.	Speed - Exceeded Limit	2	0.67	0
Poplar Bluff Police Dept.	Hazardous Moving Violations	2	0.67	1
Potosi Police Dept.	Alcohol/Drug Involved	0	0.00	0
Potosi Police Dept.	Speed - Exceeded Limit	0	0.00	0
Potosi Police Dept.	Hazardous Moving Violations	0	0.00	0
Pulaski County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	2
Pulaski County Sheriff's Dept.	Speed - Exceeded Limit	6	2.00	1
Pulaski County Sheriff's Dept.	Hazardous Moving Violations	13	4.33	2
Raymore Police Dept.	Alcohol/Drug Involved	1	0.33	0
Raymore Police Dept.	Speed - Exceeded Limit	1	0.33	0

Raymore Police Dept.	Hazardous Moving Violations	1	0.33	0
Raytown Police Dept.	Alcohol/Drug Involved	1	0.33	0
Raytown Police Dept.	Speed - Exceeded Limit	2	0.67	0
Raytown Police Dept.	Hazardous Moving Violations	2	0.67	0
Republic Police Dept.	Alcohol/Drug Involved	1	0.33	0
Republic Police Dept.	Speed - Exceeded Limit	1	0.33	0
Republic Police Dept.	Hazardous Moving Violations	2	0.67	0
Reynolds County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	0
Reynolds County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	0
Reynolds County Sheriff's Dept.	Hazardous Moving Violations	4	1.33	1
Richmond Heights Police Dept.	Alcohol/Drug Involved	0	0.00	0
Richmond Heights Police Dept.	Speed - Exceeded Limit	0	0.00	0
Richmond Heights Police Dept.	Hazardous Moving Violations	0	0.00	0
Richmond Police Dept.	Alcohol/Drug Involved	0	0.00	0
Richmond Police Dept.	Speed - Exceeded Limit	0	0.00	0
Richmond Police Dept.	Hazardous Moving Violations	1	0.33	0
Rolla Police Dept.	Alcohol/Drug Involved	1	0.33	0
Rolla Police Dept.	Speed - Exceeded Limit	1	0.33	0
Rolla Police Dept.	Hazardous Moving Violations	2	0.67	0
Scott County Sheriff's	Alcohol/Drug Involved	5	1.67	1
Scott County Sheriff's	Speed - Exceeded Limit	2	0.67	0
Scott County Sheriff's	Hazardous Moving Violations	5	1.67	0
Sedalia Police Dept.	Alcohol/Drug Involved	1	0.33	0
Sedalia Police Dept.	Speed - Exceeded Limit	1	0.33	1
Sedalia Police Dept.	Hazardous Moving Violations	1	0.33	1
Smithville Police Dept.	Alcohol/Drug Involved	1	0.33	0
Smithville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Smithville Police Dept.	Hazardous Moving Violations	0	0.00	0
Springfield Police Dept.	Alcohol/Drug Involved	12	4.00	6
Springfield Police Dept.	Speed - Exceeded Limit	14	4.67	4
Springfield Police Dept.	Hazardous Moving Violations	18	6.00	4
St. Charles City Police	Alcohol/Drug Involved	3	1.00	2
St. Charles City Police	Speed - Exceeded Limit	2	0.67	2
St. Charles City Police	Hazardous Moving Violations	2	0.67	2
St. Charles County Sheriff's	Alcohol/Drug Involved	20	6.67	5
St. Charles County Sheriff's	Speed - Exceeded Limit	6	2.00	1
St. Charles County Sheriff's	Hazardous Moving Violations	17	5.67	4

St. Clair Police Dept.	Alcohol/Drug Involved	1	0.33	0
St. Clair Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. Clair Police Dept.	Hazardous Moving Violations	0	0.00	0
St. John Police Dept.	Alcohol/Drug Involved	0	0.00	0
St. John Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. John Police Dept.	Hazardous Moving Violations	0	0.00	0
St. Joseph Police Dept.	Alcohol/Drug Involved	5	1.67	1
St. Joseph Police Dept.	Speed - Exceeded Limit	8	2.67	1
St. Joseph Police Dept.	Hazardous Moving Violations	8	2.67	1
St. Louis County Police	Alcohol/Drug Involved	10	3.33	2
St. Louis County Police	Speed - Exceeded Limit	11	3.67	2
St. Louis County Police	Hazardous Moving Violations	22	7.33	7
St. Louis Metro Police	Alcohol/Drug Involved	15	5.00	9
St. Louis Metro Police	Speed - Exceeded Limit	64	21.33	19
St. Louis Metro Police	Hazardous Moving Violations	73	24.33	22
St. Peters Police Dept.	Alcohol/Drug Involved	1	0.33	0
St. Peters Police Dept.	Speed - Exceeded Limit	3	1.00	0
St. Peters Police Dept.	Hazardous Moving Violations	3	1.00	0
St. Robert Police Dept.	Alcohol/Drug Involved	4	1.33	0
St. Robert Police Dept.	Speed - Exceeded Limit	1	0.33	0
St. Robert Police Dept.	Hazardous Moving Violations	4	1.33	0
Ste. Genevieve County Sheriff	Alcohol/Drug Involved	2	0.67	0
Ste. Genevieve County Sheriff	Speed - Exceeded Limit	0	0.00	0
Ste. Genevieve County Sheriff	Hazardous Moving Violations	2	0.67	0
Stone County Sheriff's	Alcohol/Drug Involved	5	1.67	3
Stone County Sheriff's	Speed - Exceeded Limit	3	1.00	0
Stone County Sheriff's	Hazardous Moving Violations	8	2.67	3
Strafford Police Dept.	Alcohol/Drug Involved	0	0.00	0
Strafford Police Dept.	Speed - Exceeded Limit	0	0.00	0
Strafford Police Dept.	Hazardous Moving Violations	0	0.00	0
Sugar Creek Police Dept.	Alcohol/Drug Involved	0	0.00	0
Sugar Creek Police Dept.	Speed - Exceeded Limit	0	0.00	0
Sugar Creek Police Dept.	Hazardous Moving Violations	1	0.33	0
Taney County Sheriff's Dept.	Alcohol/Drug Involved	5	1.67	1
Taney County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	2
Taney County Sheriff's Dept.	Hazardous Moving Violations	11	3.67	6
Town & Country Police	Alcohol/Drug Involved	0	0.00	0

Town & Country Police	Speed - Exceeded Limit	1	0.33	0
Town & Country Police	Hazardous Moving Violations	0	0.00	0
Troy Police Dept.	Alcohol/Drug Involved	0	0.00	0
Troy Police Dept.	Speed - Exceeded Limit	0	0.00	0
Troy Police Dept.	Hazardous Moving Violations	0	0.00	0
Union Police Dept.	Alcohol/Drug Involved	0	0.00	1
Union Police Dept.	Speed - Exceeded Limit	1	0.33	0
Union Police Dept.	Hazardous Moving Violations	2	0.67	0
University City Police	Alcohol/Drug Involved	0	0.00	1
University City Police	Speed - Exceeded Limit	0	0.00	2
University City Police	Hazardous Moving Violations	1	0.33	2
University of Central Missouri	Alcohol/Drug Involved	0	0.00	0
University of Central Missouri	Speed - Exceeded Limit	0	0.00	0
University of Central Missouri	Hazardous Moving Violations	0	0.00	0
University of Missouri Police Dept.	Alcohol/Drug Involved	0	0.00	0
University of Missouri Police Dept.	Speed - Exceeded Limit	0	0.00	0
University of Missouri Police Dept.	Hazardous Moving Violations	0	0.00	0
Velda City Police Dept.	Alcohol/Drug Involved	0	0.00	0
Velda City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Velda City Police Dept.	Hazardous Moving Violations	0	0.00	0
Vernon County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	0
Vernon County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Vernon County Sheriff's Dept.	Hazardous Moving Violations	6	2.00	1
Washington County Sheriff's Dept.	Alcohol/Drug Involved	16	5.33	3
Washington County Sheriff's Dept.	Speed - Exceeded Limit	9	3.00	0
Washington County Sheriff's Dept.	Hazardous Moving Violations	17	5.67	5
Washington Police Dept.	Alcohol/Drug Involved	1	0.33	0
Washington Police Dept.	Speed - Exceeded Limit	1	0.33	0
Washington Police Dept.	Hazardous Moving Violations	1	0.33	0
Webb City Police Dept.	Alcohol/Drug Involved	1	0.33	0
Webb City Police Dept.	Speed - Exceeded Limit	2	0.67	0
Webb City Police Dept.	Hazardous Moving Violations	2	0.67	0
Webster Groves Police Dept.	Alcohol/Drug Involved	1	0.33	0
Webster Groves Police Dept.	Speed - Exceeded Limit	1	0.33	0
Webster Groves Police Dept.	Hazardous Moving Violations	1	0.33	0
West Plains Police Dept.	Alcohol/Drug Involved	1	0.33	0
West Plains Police Dept.	Speed - Exceeded Limit	2	0.67	0

West Plains Police Dept.	Hazardous Moving Violations	2	0.67	0
Willard Police Dept.	Alcohol/Drug Involved	0	0.00	0
Willard Police Dept.	Speed - Exceeded Limit	0	0.00	0
Willard Police Dept.	Hazardous Moving Violations	0	0.00	0
Willow Springs Police Dept.	Alcohol/Drug Involved	0	0.00	0
Willow Springs Police Dept.	Speed - Exceeded Limit	0	0.00	0
Willow Springs Police Dept.	Hazardous Moving Violations	0	0.00	0
Wright City Police Dept.	Alcohol/Drug Involved	1	0.33	0
Wright City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Wright City Police Dept.	Hazardous Moving Violations	1	0.33	0

Highway Safety Funded Enforcement Totals
Fiscal Year 2010

Includes citations and warnings

Totals

DWI	5,779
Following to Close	1,883
Stop sign	6,968
Signal violation	3,221
Fail to Yield	1,004
C&I	1,620
Speeding	85,890
Other HMV	25,712
Total HMV <i>citations only</i>	84,801
Seat Belt	20,278
Child Restraint	763
Other Violations	71,050
Total Violations	212,811
Felony Arrests	1,119
Drug Arrests	1,742
Vehicles Recovered	45
Fugitives Apprehended	3,025
Suspended Revoked License	6,240
Uninsured	12,718
Total Number of Stops	306,252
Hours Worked	166,599
Number of Sobriety Checkpoints	503

PROJECT TITLE:

Statewide Traffic Accident Records Sys.

PROJECT NUMBER:

10-PT-02-146

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Mr. Russell Dunwiddie

PROJECT DESCRIPTION:

This project will entail personnel from the Highway Patrol, Traffic Division, processing and encoding information from approximately 170,000 accident reports into the STARS. Unless an agency has specifically declined, or they have access to the newly developed STARS statistical web application noted earlier, summaries of traffic crashes will be produced and distributed to STARS contributing agencies for planning and management purposes. Agencies whose jurisdictional population is equivalent to 10,000 or more will receive a monthly summary while agencies whose jurisdictional population is 2,500 to 9,999 will receive a semi-annual summary. All STARS contributing agencies will either have web access to statistics, or receive an annual summary of traffic crashes in their jurisdiction. Other various types of statistical ad hoc reports will be produced and distributed upon request.

The Traffic Division will combat the processing backlog of accident reports by Patrol personnel working overtime hours. Employees engaged in the overtime projects will scan and pre-code source documents, and/or encode information into STARS. The overtime compensation will be at a rate equivalent to time and one-half their regular salary and fringe benefits. During the past fourteen to fifteen years, these projects have been instrumental in both preventing expansion of and decreasing the backlog. Should these measures eliminate a processing backlog of crash reports, the Traffic Division will disseminate monthly summary reports one and one-half months after the crash report was submitted for inclusion into STARS. For instance, summaries of accident reports submitted in January would be processed in February and summary reports disseminated in mid-March.

The Traffic Division will mail a reminder to Missouri law enforcement agencies authorized by statute to investigate motor vehicle crashes that 2009 traffic accident reports must be submitted to the statewide repository by January 15, 2010. Once all submitted 2009 accident reports have been processed, Division personnel will review statistics on the number of reports encoded into the STARS for each agency and compare the 2009 total to the previous three year average. Those agencies who failed to submit accident reports, or experienced a significant reduction in accident reporting, will be contacted via correspondence and/or telephone. The Traffic Division will also review agencies January - June 2010 submission of crash reports and follow-up on any identified discrepancies.

The Traffic Division will provide training on accident reporting and the national standards of classifying motor vehicle crashes either upon the request of local law enforcement personnel or on an as needed basis.

The demand for supplies used by Missouri coroners and medical examiners to obtain specimens from traffic fatality victims will be met by purchasing approximately 1,175 kits consisting of a cardboard container, vial, syringe, tube, etc. These kits will be disseminated by Traffic Division FARS analysts.

In an effort to remedy any malfunctions or develop and implement enhancements to the STARS and/or web-based statistical reports noted above, the Highway Patrol, Information Systems Division and Traffic Division, will secure contractual technical support.

In order to stay up-to-date on the latest trends in traffic records technology, programs, practices, etc., a representative(s) from the Traffic Division will attend the annual International Forum on Traffic Records and Highway Information Systems hosted by the National Safety Council, as well as other seminars or meetings related to these topics.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol has served as the statewide repository of motor vehicle traffic accident data for the past thirty-five years. Personnel from the Highway Patrol, Traffic Division, either encode information into the STARS from paper crash reports, or review and update crash data submitted electronically from law enforcement. In an effort to support various traffic safety functions, summaries of traffic crash activities are produced from STARS and distributed to various agencies either monthly, semi-annually, or annually depending on the agency's jurisdictional population. These summary reports will soon be available to authorized law enforcement personnel via the Internet as are the current Police Traffic Service (PTS) reports, canned statistical reports, and crash maps. Copies of the STARS database and various ad hoc statistical reports are also produced for a host of local, state, and federal government agencies as well as private entities.

The Highway Patrol, Statistical Analysis Center, in conjunction with the University of Missouri-St. Louis, developed a Computer Manpower Allocation Plan for the Traffic Division in 1999. The plan identified the need for two additional full-time employees (FTE's) in order to process projected increases in work load levels and eliminate the need for overtime to process accident reports. Budget decision items for two FTE's were submitted numerous times since the completion of the study, but were not approved. Additionally, on January 1, 2002, a newly revised Missouri Uniform Accident Report was implemented. Not only did the format of the report change, several new data elements were added, some of which were federally mandated. These factors have contributed to an average one-month accident report processing backlog. Resources such as overtime, coupled with temporary employees who are paid from the Patrol's highway fund appropriation, have prevented the expansion of the processing backlog and on occasion virtually eliminated it. These resources will, however, be needed to maintain or improve our current document processing levels.

Implementation of the latest version of the accident report also required re-engineering of STARS. In January 2002, STARS was integrated with the Missouri Department of Transportation, Transportation Management System (TMS). The merger allowed STARS to utilize state-of-the-art technology (COOL:Gen) while at the same time avoid the duplication of crash data systems and save Missouri taxpayer's money. A Memorandum of Understanding (MOU) between the Highway Patrol and Missouri Department of Transportation (MoDOT) clearly stipulates that MoDOT will be responsible for costs associated with TMS and the Highway Patrol responsible for STARS costs. Due to the lack of Highway Patrol technical personnel familiar with the re-engineered STARS and the COOL:Gen environment, contractual technical support will be needed for system maintenance. This is especially true as unexpected problems arise and enhancements are necessary. Looking to the future, the Highway Patrol anticipates further expansion of the application that facilitates electronic submission of crash data/reports from local law enforcement to the STARS.

The Fatality Analysis Reporting System (FARS) is responsible for gleaning and processing specific data on the nation's fatal traffic crashes. This data is submitted for analysis to the National Highway Traffic Safety Administration (NHTSA) in Washington, D.C. Since a considerable amount of FARS information is obtained from traffic accident reports, Missouri's FARS analysts are housed within the Traffic Division. One of the data elements collected by FARS that is of significant importance is blood alcohol content (BAC) level of persons involved in fatal crashes. To enhance BAC reporting, the Traffic Division supplies Missouri coroners and medical examiners with the necessary instruments (vials, syringes, needles, etc.) to collect specimens from traffic fatality victims for alcohol or drug testing. The results from these tests are then forwarded to the Patrol and encoded into the FARS.

Current state budget constraints have greatly limited business travel. However, it is vital that representatives from the Traffic Division attend various traffic record forums or seminars in an effort to stay abreast of the ever changing technology, practices, and standards used in today's traffic record systems.

Uniformity in recording and reporting traffic accident data is vital to a successful STARS program. This is accomplished in part by ongoing training of Missouri law enforcement personnel on motor vehicle accident classification and completion of the Missouri Uniform Accident Report.

GOALS AND OBJECTIVES:

The Missouri State Highway Patrol will strive to achieve the following objectives via this grant proposal:

1. Continue administering the STARS program and timely collection and dissemination of traffic crash data by improving, or at minimum maintaining, our current crash report processing levels.
2. Make certain law enforcement agencies are forwarding accident reports to the statewide repository for inclusion into the STARS by performing annual reviews of each agency's accident report count. Also, establish a dialogue with agencies who have failed to submit crash reports/data or underreported to the STARS.
3. Enhance Missouri law enforcement officers knowledge of the STARS accident classification/reporting requirements by providing training on a requested or as-needed basis.
4. Make certain, within two weeks from the date of their request, statewide coroners and medical examiners are supplied with the instruments necessary to collect specimens from traffic fatality victims for testing of alcohol and/or drugs.
5. Secure contractual technical support in order to maintain the STARS, resolve any unexpected malfunctions that would negatively impact the system, and develop and implement necessary system enhancements.
6. Stay abreast of local, state, and national training seminars or information forums pertaining to traffic records issues, systems, programs, practices, etc. and if deemed beneficial, permit Traffic Division personnel to attend.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The Traffic Division will submit an annual project evaluation report to the Missouri Division of Highway Safety. Unless extraordinary circumstances develop, the annual report will be due on November 15, 2010, and will include the following information:

1. The total number of accident reports encoded into the STARS during the federal fiscal year 2010 compared to the total number of reports encoded during the same period for fiscal year 2009.
2. The total number of traffic accident summaries disseminated to STARS contributing agencies during the project grant period as well as the number of STARS agencies registered to use the web-based statistical application.
3. A list of Missouri law enforcement agencies whose jurisdictional population is equivalent to 1,000 or more citizens and who are authorized to investigate motor vehicle accidents, but did not submit accident reports to the statewide repository.
4. The number of STARS accident classification/reporting training seminars presented, the location of the seminars, and the number of agencies attending.
5. The status of the accident report processing backlog and the impact of overtime on the backlog.
6. The quantity of coroner/medical examiner kits purchased and disseminated.
7. A summary of STARS malfunctions and enhancements, and the costs for any contracted technical support to fix the malfunctions or build and implement the enhancements.
8. A summary of traffic-records conferences attended via STARS grant funds.
9. Any other developments or noteworthy events pertaining to the STARS.

RESULTS:

This is the annual evaluation report that is required on the Statewide Traffic Accident Records System (STARS) Information System Maintenance Contract 10-PT-02-146. The period covered is October 1, 2009, through September 30, 2010.

- a. The total number of motor vehicle accident reports encoded into STARS was 151,319 compared to 153,889 reports encoded for the period October 1, 2008, through September 30, 2009.
- b. There were 504 location specific, monthly traffic accident summaries distributed to police agencies, sheriff's departments, and some public work agencies. These reports are now web-enabled and accessible via the Highway Patrol's webpage. We are in the process of notifying law enforcement agencies of this feature. Once this is completed, the manual distribution of these summary reports will discontinue.
- c. Nineteen police agencies serving a community population of 1,000 or more did not submit accident reports for inclusion into STARS. They were Belle, Bismarck, Clarkton, Elsberry, Greenfield, Humansville, Huntsville, Lake Winnebago, Maysville, New Franklin, Oran, Park Hills, Paris, Oran, Senath, Shelbina, Stanberry, Stockton, St. George, and Sweet Springs. On December 16, 2009, correspondence was mailed to 723 local law enforcement agencies reminding them to forward 2009 accident reports by January 30, 2010. Additional correspondence was mailed on March 2, 2010, to 53 agencies that did not respond to the December 2009 letter. Finally, a reminder was mailed on August 12, 2010, to 16 police agencies that had either not submitted crash reports or submitted fewer crash reports than their previous three-year average for the period January 1 through June 30, 2010.
- d. There were no STARS Accident Report / Classification Training sessions presented during this reporting period.
- e. Traffic Records Division personnel worked 1,782 overtime hours processing 48,245 accident reports. These overtime projects, in conjunction with part-time employees, have allowed us to stay current with our accident report processing duties. Due to the delay in the submission of fatality motor vehicle accident reports from a few local law enforcement agencies, we did not complete the entry and quality control process of 2009 accident reports until June 2010.
- f. A total of 500 coroner kits were purchased for coroners and medical examiners to collect specimens from traffic fatality victims. Approximately 686 kits were distributed when division personnel attended the fall and spring coroner training conferences and upon request from coroners/medical examiners.
- g. The sum of \$56,916.00 was expended on contracted technical support for the STARS. A list of system maintenance activities and corrected malfunctions is attached.
- h. The Missouri Traffic Records Committee approved the prototype of the Missouri Uniform Crash Report that is scheduled to be implemented January 1, 2012. The form was successfully field tested in July and has been approved by the Highway Patrol superintendent as mandated by state statute.
- i. Mr. Russ Dunwiddie attended the 36th International Traffic Records Forum in New Orleans, Louisiana, from July 24 through July 27, 2010, where he received information on a motor vehicle crash reporting process used in Ontario, Canada, that allows drivers involved in crashes to complete an official crash report; how crash data is used by the National Highway Traffic Safety Administration (NHTSA) and the private sector; crash data quality control measures; operational models used for mapping and analysis of crime, incidents, and vehicle crashes; crash data dissemination; federal programs to improve crash data; the Government Accountability Office (GAO) review of the NHTSA 408 Program; as well as other associated topics.
- j. The latest publication of Missouri Traffic Safety Compendium and Missouri Traffic

Crashes are in the process of being printed with the latter available on the Patrol's web page. These compilations provide an array of statistics relating to Missouri's 2009 traffic crash experience.

FUNDING:

402 / 20.600: 97,732.50

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Mature Driver Program

PROJECT NUMBER:

10-PT-02-153

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mrs. Jackie Rogers

PROJECT DESCRIPTION:

Informational materials and educational programs will be created to reach this age group and their family members and caregivers with targeted messages in order to reduce deaths and injuries resulting from traffic crashes.

PROBLEM IDENTIFICATION:

Motor vehicle injuries are the leading cause of injury-related deaths among 65- to 74-year olds and are the second leading cause (after falls) among 75- to 84-year olds. More than 638,000 people 65 or older hold a Missouri drivers license in the state.

Older adults (age 65 and older) are the fastest growing segment of the U.S. population. Not only will there be more drivers, but these drivers will also drive more miles per year than previous generations, and will drive at older ages.

In the past three years, older drivers were involved in 16 percent of the fatal traffic crashes and 13 percent of the crashes involving a serious injury. Compared with other drivers, older drivers have a higher fatality rate per mile driven than any other age group except drivers under the age of 25. In 2005-2007, 543 people were killed and 3,186 were seriously injured in traffic crashes involving an older driver.

GOALS AND OBJECTIVES:

GOAL: To increase awareness of safe driving habits among Missouri drivers over the age of 65.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Highway Safety Division worked with the Subcommittee on Elderly Mobility Safety, which meets quarterly, to work on traffic safety issues among older drivers. A working lunch was provided for the subcommittee. In addition, resource materials were printed and a sponsorship fee for the Show-Me Summit on Aging and Health was provided.

FUNDING:

\$10,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Teen Seatbelt Survey

PROJECT NUMBER:

10-PT-02-41

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Using the established study methodology developed in 2003 and continued through 2009, the Missouri Safety Center will continue this observational study at 150 schools between April 14, and May 9, 2010 to measure regional changes in teenage safety belt usage rates.

PROBLEM IDENTIFICATION:

A high school seat belt observational survey was conducted in Missouri between April 14, 2008 and May 9, 2008. A total of 28,190 observations were collected at 150 high schools. Two observational instruments were used; one focused on the vehicle and driver and the other focused on the front seat outboard passenger and other vehicle occupants. There were 15,178 teenage and 10,793 adult drivers observed. In addition, 2,219 front seat outboard passengers were identified of which 2,048 were teenagers.

Seat belt use for all teenage drivers and teenage front seat outboard passengers combined was 62.3%, a 1.2% increase from 2007 data (61.1%). There were 15,178 teenage drivers observed, of which 9,367 or 61.7% were using seat belts. While this is a 0.6% increase over the 2007, it's still well below the statewide seat belt useage rate of 77.1%. Seat belt use among male teenage drivers increased 0.7% when compared to 2007 data. Safety belt use among teenage female drivers increased 0.9% when compared to 2007 data. Female teenage drivers' seat belt use was 12.5% higher than male teenage drivers' at 68% and 55.5% respectively. Only 61.4% of the male teenage drivers wore a seat belt when there was a teenage front seat outboard passenger in the vehicle (the teenage passengers' seat belt use was slightly higher at 62.3%). When the teenage driver was female and there was a teenage front seat outboard passenger, the drivers' seat belt use was 70.6% and the passengers' was slightly lower at 66.0%. Teenage drivers of vans were most frequently belted at 74.6%. By comparison, only 49.5% of the teenage drivers of trucks were belted.

During the years 2004 - 2006, just looking at the young people between the ages of 15 through 20, 78.3% of those who died were not buckled up.

Missouri continues to make progress in public information and enforcement efforts to increase teen safety belt use. However, more improvement is needed and the only way to document progress is to "conduct an annual safety belt survey of young drivers and their passengers" (as noted in the 2008 Missouri Highway Safety Plan and Performance Plan, page 44, Strategy #7).

GOALS AND OBJECTIVES:**Goals:**

1. Produce a statewide teen seat belt usage rate for 2010.

Objectives:

1. Employ a core group of trained observers to collect data on teen seat belt usage, using established methodology.
2. Set dates and conduct surveys.
3. Analyze the data.
4. Publish a final report that compares current data to previous data.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The majority of the observational surveyors were identified and trained in 2004; training sessions for 2010 were conducted on an as needed basis.

All of the observations were collected in the AM time period. Observations were conducted Monday through Friday with 25.3 percent on Monday, 17.5 percent on Tuesday, 18.6 percent on Wednesday, 18.5 percent on Thursday and 20.1 percent on Friday. Ninety-five percent of the observations were obtained in dry weather. Five percent of the observations were obtained in wet weather.

The High School Seat Belt Survey was conducted between April 1st and April 30, 2010. A total of 30,976 observations were collected at the targeted 150 high schools state wide. There were 17,416 teenage and 11,573 adult drivers observed. In addition, 2,257 front seat outboard passengers were identified of which 2,118 were teenagers. Of the 17,416 teenage drivers observed 11,382 or 66.4 percent were using safety belts. This is a 5.0 percent increase over the 61.4 percent using safety belts in 2009. This number is still well below the 2010 statewide safety belt use rate of 76.03 percent.

A final report was created and submitted to the Highway Safety Division - MoDOT.

FUNDING:

\$72,500.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

LETSAC

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Highway Safety Division

PROJECT NUMBER:

10-PT-02-66

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

Law Enforcement

AGENCY CONTACT:

Mr. Scott Jones

PROJECT DESCRIPTION:

Monthly meetings will be held with the LETSAC board. Funding will be utilized to provide lodging and meals for the board members. A general membership meeting will be held either in the fall or the spring that will also provide 1 to 2 credit hours of training. Funding from this project will also provide for mailings and meeting costs. An annual traffic conference will be held in July, 2010 to provide update training and information for traffic officers and commanders on the latest trends in highway safety issues. Funding will be utilized to assist in the coordination of the conference.

PROBLEM IDENTIFICATION:

The Highway Safety Division needs the input of local law enforcement to assist in major decision making areas such as training, legislation, and new and innovative enforcement procedures on the horizon. In order to accomplish this meetings, conferences and trainings must be held to discuss new endeavors for law enforcement. Funding must also be secured to help with regional training and conference expenses.

GOALS AND OBJECTIVES:

To provide an annual traffic conference in July, 2010.

To conduct a general membership training workshop.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This grant funded LETSAC Board hotel bills for the monthly Board meetings and the Highway Safety portion of the July 2010 LETSAC Conference bill. There was no general membership meeting held this year.

The 2010 Conference had 258 officers in attendance who received POST credit, and was complimented numerous times as one of the best conferences in the past several years. New events at the 2010 conference included the first annual LETSAC police car show, the Great Escape challenge, and a survey of seat belt use by conference attendees.

The conference, awards and plaques accounted for \$24,425.44 of the total billing on this grant. All other expenses were the monthly Board hotel bills.

FUNDING:

\$30,000.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

ThinkFirst Missouri-Youth Focus

PROJECT NUMBER:

10-PT-02-175

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

University of MO Curators

AGENCY CONTACT:

Mr. Zack Odem

PROJECT DESCRIPTION:

BACKGROUND

Since 1980, ThinkFirst Missouri has been providing award-winning traffic safety education to Missouri schools, worksites, and community organizations. The mission of the program is trauma prevention through education. Each year, approximately 125 presentations reaching over 20,000 Missourians are delivered by ThinkFirst.

The primary goal of the University of Missouri-Columbia School of Medicine-based program is to reduce the number and severity of traffic crashes involving young drivers, young passengers, and adult drivers by increasing awareness of traffic-related traumatic brain and spinal cord injuries and providing information on ways to prevent these injuries from occurring.

PRESENTATION ELEMENTS

ThinkFirst presentations are delivered in Missouri schools and at worksite and community settings. Each program is tailored to accommodate the educational needs of a variety of audience types and sizes.

The presentation begins with a factual discussion and PowerPoint presentation about traumatic injury, especially brain and spinal cord injuries, the consequences of injury, and the behaviors most likely to cause traumatic injury.

Next, the presentation features the honest and open testimony of a ThinkFirst Voices for Injury Prevention (VIP) speaker(s). ThinkFirst VIPs are people who have survived a traumatic brain or spinal cord injury, usually related to a traffic crash. These speakers describe their injuries, the causes of their injuries, why young people are so vulnerable, and ways to stay safe. More specifically, the VIP speaker explains how their injury occurred, describes life before and after the injury, and talks about what it's like to be young and live with a disability.

The component of the ThinkFirst intervention that provides the greatest impact is the personal testimony of the VIP. ThinkFirst VIP speakers are carefully selected for their ability to identify with and motivate audiences. VIPs also serve as outstanding role models and peer educators for traffic safety.

PRESENTATION CONTENT

Traffic safety presentations conducted by the ThinkFirst team at schools, worksites, and community settings emphasize the following safety topics:

- Safety belt use
- Safe driving behavior
- Safe passenger behavior
- Not speeding
- Not driving while distracted
- Not driving while using a cell phone
- Not driving aggressively
- Not driving drowsy
- Helmet use
- Bicycle safety

ADDITIONAL THINKFIRST PREVENTION SERVICES/ROLES:

In addition to conducting traffic safety presentations statewide, ThinkFirst Missouri serves the state in the following ways:

STATE CHAPTER SITE—The ThinkFirst chapter in Columbia serves as the Missouri State ThinkFirst chapter. In this capacity, ThinkFirst provides program development, leadership, consultation, and technical support and training to five (5) additional chapters located throughout the state. In addition, the state chapter markets and promotes the mission and programs of all chapters statewide, coordinates statewide program coverage, creates and distributes injury prevention education and reinforcement materials, and maintains a Web site for all chapters.

Local chapters served by the Columbia-based state chapter include Kansas City, Joplin, Springfield, Cape Girardeau, and St. Louis.

ACTIVE MISSOURI COALITION FOR ROADWAY SAFETY PARTNER—ThinkFirst Missouri is an active partner of the Missouri Coalition for Roadway Safety (MCRS) on the state, regional, and local level. As an active member of the MCRS, ThinkFirst supports the goals and objectives featured in the newly released strategic plan, Missouri's Blueprint to Arrive Alive. The contributions of ThinkFirst primarily support the Blueprint's Targeted Ten item #3—To increase public education and information on traffic safety issues.

TRAFFIC OFFENDERS PROGRAM (TOP) —ThinkFirst collaborates with multiple traffic courts to provide an innovative, day-long experiential Traffic Offenders Program (TOP). TOP is designed to educate young, high-risk drivers about the permanent consequences of motor vehicle trauma. During the program, young traffic offenders, who are ordered by Missouri courts to attend the program, follow the same path they would have taken had they been seriously injured in a

crash. The focus of the program is to inform the young drivers of the consequences of unsafe driving and provide a graphic and realistic view of life as a crash survivor.

LEADING NATIONAL TRAINING CENTER—ThinkFirst Missouri provides comprehensive training and technical assistance to new chapters statewide, nationwide, and internationally. This chapter also serves as a liaison between local chapters and the ThinkFirst National Injury Prevention Foundation. In addition, as one of the strongest chapters in the nation, ThinkFirst Missouri provides essential ongoing leadership and expert consultation to the ThinkFirst National Injury Prevention Foundation.

PROGRAM DEVELOPMENT AND MARKETING LEADER—ThinkFirst Missouri designs, develops, and distributes creative injury prevention education materials, reinforcement items and marketing campaigns to support the mission and goals of ThinkFirst statewide and nationally.

SUPPORTS TRAFFIC SAFETY-RELATED PUBLIC POLICY—ThinkFirst Missouri actively supports traffic safety public policy initiatives at the grass roots level as well as at the state level.

MULTI-AGENCY COLLABORATIVE NETWORK—ThinkFirst Missouri collaborates with numerous injury prevention-related organizations and agencies at the local, state and national level (e.g., Missouri Injury and Violence Prevention Advisory Committee, MCRS, Missouri Association of School Nurses, Safe Kids Missouri, etc.).

A description of the ThinkFirst Missouri chapter and its related programs can be found at www.thinkfirst.missouri.edu.

RESOURCES

1) ThinkFirst Staff

ThinkFirst traffic safety presentations and marketing projects will be planned, implemented, and evaluated by long-time, highly experienced ThinkFirst Missouri staff, including the Director, Assistant Director, and Administrative Associate.

2) VIP Speakers(Consultant Agreements)

A talented, well-trained team of Voices for Injury Prevention (VIP) speaker/survivors will deliver ThinkFirst programs statewide. VIP speakers work as independent consultants to the ThinkFirst program and are utilized on an as-needed basis throughout the year.

3) Pure Marketing and Media (Consultant Agreement)

The primary provider of professional marketing and media development services for ThinkFirst will be Pure Marketing and Media of Columbia, Missouri. Pure Marketing and Media will be responsible for taking ThinkFirst into the realm of social media by launching and managing two social media platforms for teens (Objective # 5). In cooperation with the current Web author and designer (Graphix By Design, Resource #4), Pure Marketing and Media staff will revise the ThinkFirst Web site to include elements presented in the ThinkFirst social media campaign.

Pure Marketing and Media has a proven record of providing exceptional customer service and producing high-quality products for the University of Missouri-Columbia athletics program and numerous other high-visibility clients statewide and nationally. In addition, ThinkFirst staff have a long-standing, productive history with leaders of this award-winning company.

4) Graphix By Design (Consultant Agreement)

The secondary provider of graphic design services will be Graphix By Design. Graphix By Design created the "One Chance, One Choice, One Life" campaign design in 2008. This company also created the current ThinkFirst Missouri Web site and several additional marketing items during the past several years. Graphix By Design has a proven record of providing high-quality work in a timely and cost-efficient manner. Graphix By Design staff will be responsible for the creation of print and digital materials to support ThinkFirst throughout the year.

5) University of Missouri-Columbia Printing Services (On campus service provider)

The majority of the printed items for ThinkFirst marketing, educational and promotional campaigns will be printed at the University of Missouri-Columbia. MU's Printing Services has a long history of producing high-quality print items for ThinkFirst. In addition, their pricing is highly competitive and customer service is outstanding.

PROBLEM IDENTIFICATION:

CRASH STATISTICS

According to the Missouri State Highway Patrol (MSHP) Statistical Analysis Center's (SAC) most recent Traffic Safety Compendium, Missouri experienced a total of 166,052 traffic crashes in 2007. These crashes were responsible for 60,000 injuries, 992 fatalities, and an estimated economic loss of \$3,508,413,000. The 2007 MSHP injury timeclock indicated that one person was injured every 8.8 minutes and one person was killed every 8.8 hours in a traffic crash in Missouri.

Statistics from the Missouri Department of Transportation (MoDOT), Traffic Division demonstrate an encouraging, multi-year decline in traffic fatalities—going from 1,257 fatalities in 2005 to 1,096 in 2006, 992 in 2007, and 961 in 2008. As of May 3, 2009, MoDOT crash data continued to demonstrate a downward trend in 2009 fatalities, reporting a 15% decrease for the year compared to the same period of time in 2008. In an effort to keep moving in the right direction, the Missouri Coalition for Roadway Safety (MCRS) recently set the goal of 850 or fewer fatalities by 2012.

CONTRIBUTING CIRCUMSTANCES

YOUNG DRIVERS—Drivers under the age of 21 comprise 11.2% of the licensed drivers in Missouri, but were involved in 27.7% of the traffic crashes. Of all fatal crashes, 19% involved a young driver.

SPEED AND TOO FAST FOR CONDITIONS—Of all 2007 Missouri traffic crashes, more than 19% were speed related. Of all 2007 fatal traffic crashes, more than 41% were speed related. In 2007, a total of 410 persons were killed and 14,506 were injured in traffic crashes related to speed.

SAFETY BELT USE

One of the best ways to prevent traffic-related fatalities and injuries is to wear a safety belt. According to the MSHP SAC, 2007 Missouri crash statistics indicated that a driver of an automobile, van, motor home, or truck had a 1 in 3 chance of being injured if they were not wearing a safety belt. If the driver was wearing a safety belt, the chance of being injured was 1 in 8. In terms of driver deaths, safety belt use demonstrated an even greater level of protection. A driver involved in a 2007 Missouri traffic crash had a 1 in 32 chance of being killed if they were not wearing a safety belt; however, a driver wearing a safety belt in a crash experienced only a 1 in 1,294 chance of dying in a car crash (SAC, 2008).

According to observational surveys conducted in 2008, safety belt use was 76% for all Missourians and 62% among Missouri teens. Nationwide, 83% of drivers and front seat outboard passengers buckled up in 2008 (<http://www.savemolives.com/programs/SafetyBeltStats.htm>).

The United States Department of Transportation (USDOT) estimated that safety belts could reduce fatalities to front seat occupants of cars by 45% and of light trucks by 60% (USDOT Report HS 809 819, 2004). In Missouri, it is estimated that a primary safety belt law could save more than 90 lives and prevent 1,000 serious injuries in Missouri every year. In addition, with a primary safety belt law, taxpayers would save \$231 million annually in societal costs associated with traffic crashes (National Highway Traffic Safety Administration [NHTSA]) and Medicaid costs would decrease at least \$10 million annually (National Safety Council). More specifically, had a primary safety belt law been enacted in 2007, the state of Missouri could have saved \$6 million of its annual budget for medical costs during the first year of the law, \$43.8 million during the first five years, and \$121.9 million over a period of ten years (Preusser Research Group, Inc., 2007).

TRAUMATIC BRAIN AND SPINAL CORD INJURIES

Motor vehicle crashes account for 50% of all Traumatic Brain Injuries (TBI) and 44% of all Spinal Cord Injuries (SCI) (Centers for Disease Control and Prevention [CDC], 2003; National Spinal Cord Injury Association, 2004). Consequences of TBI are severe and life-altering, including problems with memory, concentration, mood, judgment, seizures, coordination, vision, speech and emotion. Similarly, consequences of SCI are severe, including loss of mobility, sensation, bowel and bladder control, and sexual function (CDC, 2003). Survivors of both types of traumatic neurological injuries require extensive, on-going rehabilitation. Researchers from the renowned Craig Hospital in Colorado showed that the proportion of those with TBI on Medicaid doubles during the year following injury, and 25.4% of those with SCI become Medicaid patients within five years of the injury. The tragic consequences of motor vehicle-related injuries have far-reaching, long-lasting implications on numerous levels—impacting the individual, families, and communities across the state.

CONCLUSION AND RECOMMENDATIONS

Death and injury on the nation's highways is a public health crisis, especially for youth (Schlundt, Warren & Miller, 2004). Luckily, motor vehicle injuries and fatalities are mostly preventable and have been reducing over time. These reductions have been the result of research and program activities combined with enactment and enforcement of traffic safety laws, changes in vehicle and highway design, public education, and changes in driver and passenger behavior (Finkelstein, et al., 2006).

Research and demonstration projects funded by NHTSA suggest that combining multiple prevention approaches (including legislation, public information and education, and enforcement) provides the best strategy for influencing behavior. Additionally, NHTSA suggests that community programs that combine education, peer-to-peer persuasion, publicized enforcement, and parental monitoring have the most immediate and greatest potential for increasing teen safety belt use (NHTSA, Traffic Safety Facts, Traffic Tech, Number 308, November 2005).

GOALS AND OBJECTIVES:

PROJECT GOALS

- 1.To increase knowledge and awareness of the risks related to unsafe driving practices among young people, those most at risk for traffic-related injuries and deaths.
- 2.To increase knowledge and awareness of the risks related to unsafe driving practices among adults and parents at the worksite and in community settings.
- 3.To expand the capacity of the ThinkFirst Greater Kansas City chapter and provide technical support to all ThinkFirst chapters in Missouri.
- 4.To promote the mission and programs of ThinkFirst statewide by creating and providing exceptional public information and education campaigns.

PROJECT OBJECTIVES

1. Deliver eighty-five (85) ThinkFirst presentations statewide by September 30, 2010.

Eighty-five (85) traffic safety presentations featuring at least one (1) ThinkFirst Voices for Injury Prevention (VIP) speaker will be delivered statewide. Presentations will be made available in a variety of formats to accommodate the needs and size of the audience. Thousands of Missourians in school, work, and community settings will receive traffic safety education and become better prepared and motivated to drive safely and responsibly.

Primary coordination of the presentations will be conducted by the Assistant Director, with additional support provided by the Administrative Associate and Director. Presentations are expected to reach over 20,000 Missourians during FY 2009-2010.

2. Deliver fifty (50) ThinkFirst presentations via the ThinkFirst Greater Kansas City chapter by September 30, 2010.

ThinkFirst Greater Kansas City is considered one of the most productive chapters in the nation, reaching approximately 30,000 Missouri students each year. In 2008, this chapter was recognized as "Chapter of the Year" by the ThinkFirst National Injury Prevention Foundation.

Since 1987, ThinkFirst Greater Kansas City has provided trauma prevention presentations to students in grades K-12. Presentations are targeted primarily at young drivers and passengers.

Funds are being requested by ThinkFirst Missouri to provide partial program support to the ThinkFirst Greater Kansas City chapter. This essential support will enable the Kansas City-based chapter to provide traffic safety education to a greater number of young drivers and passengers.

The Greater Kansas City chapter will be required to enter into a formal sub-contract agreement with the University of Missouri-Columbia and submit quarterly program activity and expense reports as requested. As a sub-contractor to ThinkFirst Missouri, ThinkFirst Greater Kansas City will plan and implement fifty (50) traffic safety presentations in the Greater Kansas City area during FY 2009-2010. Funds awarded via this contract will be used to support 25% of the salary of the Director of the ThinkFirst Greater Kansas City chapter as well as the implementation of fifty (50) traffic safety presentations.

The Director of ThinkFirst Missouri will provide oversight to this project and perform one (1) site visit during the contract year to ensure program quality and compliance. The Administrative Associate of ThinkFirst Missouri will provide administrative oversight with attention to budget and fiscal compliance, reporting, and details related to establishing a sub-contract.

3. Participate in at least two (2) professional development training workshops and/or conferences by September 30, 2010.

Attending national traffic-related conferences provides timely information about current trends in traffic safety, as well as important skill-building and networking opportunities for attendees.

ThinkFirst is requesting funds to attend two (2) state and/or national professional development/ training workshops and/or conferences during FY 2009-2010. Conference travel may include the following: 2010 Lifesavers Conference on Highway Safety Priorities, ThinkFirst National Injury Prevention Foundation National Conference on Injury Prevention, Governors Highway Safety Association (GHSA) Conference, or the National Organization for Youth Safety (NOYS) Conference.

4. Deliver presentations, attend, and/or exhibit at statewide conferences to promote the mission and programs of ThinkFirst chapters statewide and network with leaders and members of related agencies and organizations by September 30, 2010.

Regular exposure at state-level conferences is an important way ThinkFirst maintains its essential network of partners and explores opportunities for future partnerships and program expansion. ThinkFirst staff regularly delivers traffic safety

presentations, attends, and/or exhibits at several Missouri-based conferences. In-state conference travel in FY 2009-2010 may include conferences and workshops hosted by the Missouri Coalition for Roadway Safety, Missouri Coordinated School Health Coalition, Missouri Association of School Nurses, Missouri Association of School Counselors, and the Missouri Public Health Association.

5. Launch and maintain a state-of-the-art ThinkFirst Social Media Campaign for teens and revise current Web site by September 30, 2010.

SOCIAL MEDIA CAMPAIGN:

Funds are being requested to pay for the professional services related to the production of a state-of-the-art, ThinkFirst social media campaign. Using a consulting agreement, Pure Marketing and Media, of Columbia, MO, will partner with ThinkFirst to fully develop and manage a full-scale social media campaign for teens. The elements of the social media campaign will feature the two digital platforms most popular with teens, SMS text messaging and Facebook. The SMS text messaging platform (mobile marketing) will utilize the infrastructure of a SMS text messaging service. Using a code provided to the students by ThinkFirst, teens will "opt in" to receive messages from ThinkFirst once a month. Messages will be sent to teen subscribers during the time of day teens are least likely to be driving (e.g., 4 a.m.). The ThinkFirst text messaging platform will serve as the initial point of contact with students, with the intention of driving students to the ThinkFirst Facebook page, Web site, or perhaps download an educational video to their cell phone, or enter a contest. User participation will be tracked and reported.

The ThinkFirst Facebook platform will take advantage of the numerous un-tapped, low-cost electronic media applications widely available to non-profit organizations such as ThinkFirst. Pure Marketing and Media will be responsible for the development and daily management of a trendy Facebook page. Using its diverse and capable creative staff, Pure Marketing and Media will create a Facebook page specifically designed to engage teen audiences. Discussion threads, video clips, photos from school programs, etc. will be featured. At least once each day, Pure Marketing and Media staff will review and manage the ThinkFirst Facebook page to monitor activity, reply to posts, and add or change content as needed. User participation will be tracked and reported.

WEB SITE:

Funds are being requested to support the professional creative and technological services of Pure Marketing and Media to revise the current ThinkFirst Web site to complement the elements featured in the ThinkFirst Facebook platform. Primary audiences for the Web site include school personnel, VIP speakers, students, and safety professionals and organizations.

6. Plan and conduct one (1) 30th Anniversary public relations event by September 30, 2010.

In 2010, ThinkFirst Missouri will be observing 30 years of providing traffic safety education in Missouri. To honor this benchmark, ThinkFirst will conduct a public relations event highlighting its accomplishment of 30 years of ThinkFirst programming in partnership with the Missouri Department of Transportation (MoDOT), Highway Safety Division.

ThinkFirst staff will organize a proclamation signing ceremony in Governor Jay Nixon's office and host an accompanying networking luncheon on site at the State Capitol. The proposed date for the event is Wednesday, June 9, 2010. Preliminary approval has been obtained from Governor Nixon's office and free event space at the Capitol has been located.

Funds are being requested to provide a networking luncheon for participants prior to the proclamation signing ceremony and to support the in-state travel for ThinkFirst VIPs and staff to attend the event.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

EVALUATION

The Missouri Department of Transportation, Highway Safety Division will evaluate ThinkFirst Missouri administratively. The evaluation will be based on attaining the desired project objectives by the end of the fiscal year, September 30, 2010.

ThinkFirst Missouri will be responsible for tracking and reporting the total number of ThinkFirst presentations (including ThinkFirst Greater Kansas City presentations) presented at schools, worksites, and community organizations. In addition, ThinkFirst will provide a report of the number of digital contacts tracked on the SMS text messaging and Facebook applications.

Quarterly progress reports will be submitted to the Missouri Department of Transportation, Highway Safety Division as well as a year-end report thirty (30) days after the end of the contract period. The quarterly evaluations and year-end report will include, but may not be limited to:

- Number and location of presentations delivered during the contract year
- Number of students, employees, and members of community organizations who attended presentations
- Number of contacts on SMS text messaging and Facebook applications
- Copy of educational and promotional materials
- Letters of support and/or thanks for presentations
- Essay or questionnaire information
- Newspaper articles, newsletter features, media coverage, etc.
- Other programs involved in (e.g., Missouri Coalition for Roadway Safety/Blueprint Committee, Missouri Injury and Violence Prevention Advisory Committee, ThinkFirst National Injury Prevention Foundation, Safe Kids Worldwide, Young Traffic Offenders programs, legislative support, etc.)

RESULTS:

1. A total of 13,723 Missouri students received traffic safety education via the ThinkFirst For Teens Assembly program conducted at sixty-four (64) schools.
2. A total of 3,580 Missourians received traffic safety education via the ThinkFirst Corporate/Community Traffic Safety Program conducted at thirty-six (36) worksites/organizations.
3. A total of 19,429 Kansas City, Missouri-area students received traffic safety education via the ThinkFirst Greater Kansas City ThinkFirst program conducted at fifty (50) schools.
4. The Social Media Campaign for teens enrolled 1,825 Facebook fans and 750 SMS text messaging subscribers over the course of the year (see attached "ThinkFirst Social Media Campaign Report"). The Facebook fan page was popular with Missouri teens and considered to be a highly successful digital reinforcement program. The SMS text messaging platform was less popular with teens and will not be continued.
5. The ThinkFirst website revision project was completed in two phases: Phase 1—Pure Marketing and Media reviewed, analyzed, and made multiple recommendations to enhance the website. The cost for Pure to complete the recommendations was determined to be too high to provide a good return on investment; therefore, Pure used the remaining funds to produce two short YouTube videos of ThinkFirst VIP speakers. Phase 2—The designer of the current ThinkFirst website, Graphix By Design, was hired to complete the revision of the ThinkFirst website by incorporating some of the recommendations provided by Pure. Google Analytics was added to html coding to monitor the newly revised website.
6. ThinkFirst received a congratulatory proclamation from Governor Jay Nixon during a special 30th Anniversary celebration event hosted at the State Capitol on June 23, 2010. Fourteen (14) people attended the proclamation ceremony and celebration luncheon. News of the achievement was shared via the ThinkFirst website, MoDOT Express Lane e-newsletter, University of Missouri Healthcare systemwide e-newsletter, and in a public display case at two University of Missouri Healthcare locations.
7. Items designed, developed and/or distributed:
 - Professional-grade 6'H X 9'L conference exhibit and table skirt
 - Distract-A-Match Game to demonstrate driver distraction
 - Think About Your Choices ThinkFirst teen DVDs
 - Lifesaver's Candy with invitation to Facebook Fan Page/SMS text program
 - iThink bracelets used as incentives/reminders
 - One Chance, One Choice, One Life, ThinkFirst #1 posters for schools
 - Bukl-up music download cards used as incentives/reminders
 - Bukl-up auto air-fresheners as incentives/reminders
 - One Chance, One Choice, One Life, ThinkFirst #1 compressed t-shirts

The strength of the ThinkFirst Facebook page and the degree to which fans engaged with the page indicate that Facebook is an ideal method for reaching the ThinkFirst target demographic.

Results indicated that the SMS text messaging campaign was not a suitable or productive media tactic due to the restriction of SMS message delivery times. The SMS Text Messaging Program ended on September 30, 2010, and will not be reinstated.

FUNDING:

402 / 20.600: 258,455.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

PI Creative Services

PROJECT NUMBER:

10-PT-02-38

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

This funding would be used for professional marketing and advertising services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include television and radio scripts and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for created products.

PROBLEM IDENTIFICATION:

It takes a strong marketing message to reach Missouri motorists about the importance of buckling up, driving sober, etc. Funding for creative services would allow us to use the creative ideas and professional services of an advertising agency for a variety of campaigns including Click It or Ticket, Impaired Driving, Teen Safety Belts, motorcycle safety etc.

GOALS AND OBJECTIVES:

Effectively target Missourians with our creative

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
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 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Three new radio spots were created on the dangers of texting while driving.

Also, the teen seat belt website, GetYourBuckleOn.com was renewed.

A website landing page was also created to ask teens about their seat belt use and to redeem free music downloads.

An advertisement was placed in Missouri Sheriff's Magazine to solicit participation in the "HEAT Is On" campaign.

A Saved by the Belt poster was created.

FUNDING:

402 / 20.600: 20,000.00

HS CONTACT:

Revee White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Occupant Protection - Youth Enforcement

PROJECT NUMBER:

10-PT-02-40

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will continue the youth enforcement effort with special overtime enforcement contracts issued to local law enforcement agencies around the 80 high schools included in the observational study. A selected group of 50 law enforcement agencies will be identified to work this enforcement effort. The efforts of each agency will be tracked and observational studies conducted to determine the impact of the enforcement efforts.

PROBLEM IDENTIFICATION:

Seat belt use for all teenage drivers and teenage front seat outboard passengers combined was 62.3%, a 1.2% increase from 2007 data (61.1%). There were 15,178 teenage drivers observed, of which 9,367 or 61.7% were using seat belts. While this is a 0.6% increase over the 2007, it's still well below the statewide seat belt usage rate of 77.1%. Female teenage drivers seat belt use was 12.5% higher than male teenage drivers' at 68% and 55.5% respectively. Seat belt use among male teenage drivers increased 0.7% when compared to 2007 data. Safety belt use among teenage female drivers increased 0.9% when compared to 2007 data. Only 61.4% of the male teenage drivers wore a seat belt when there was a teenage front seat outboard passenger in the vehicle (the teenage passengers' seat belt use was slightly higher at 62.3%). When the teenage drivers were female and there were teenage front seat outboard passengers, the drivers' seat belt use were 70.6% and the passengers' were slightly lower at 66.0%. Teenage drivers of vans were most frequently belted at 74.6%. By comparison, only 49.5% of the teenage drivers of trucks were belted.

During the years 2004 - 2006, just looking at the young people between the ages of 15 through 20, 78.3% of those who died were not buckled up.

Missouri continues to make progress in public information and enforcement efforts to increase teen safety belt use. However, more improvement is needed and the only way to document progress is to "conduct an annual safety belt survey of young drivers and their passengers" (as noted in the 2008 Missouri Highway Safety Plan and Performance Plan, page 44, Strategy #7).

GOALS AND OBJECTIVES:

Goals: To increase teen seat belt usage by 2%.

Objective:

1. Identify the law enforcement agencies around the 80 high schools included in the survey methodology, offering those agencies teen safety belt enforcement contracts.
2. Conduct high levels of enforcement to increase the safety belt usage rate at the 80 high schools included in the study.
3. Collect and analyze the enforcement data from the enforcement effort, including electronic reporting through MoDOT's new data collection system.
4. Track the efforts and results of the media and enforcement to determine effect.
5. Provide resulting data for use with media efforts as part of the public information program to increase awareness of the enforcement efforts.
6. Collect, what will become, best practices that impact safety belt usage by at risk groups.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
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RESULTS:

Out of the 113 agencies contacted, 45 participated.

Total Number of Officers - 160

Total Number of Man-Hours - 691

Total Dollars Spent - \$19,592.36

Total Citations Issued:

Seat Belt - 1410

Child Restraint - 89

MIP Violations - 30

Zero Tolerance - 3

Fake ID - 2

Party Calls - 3

Disturbances - 23

Compliance Checks - 8

DWI Arrests - Age 16-20 years - 14

FUNDING:

\$45,000.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Tween Safety Program

PROJECT NUMBER:

10-PT-02-91

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

The Tween Safety Program will target children between the ages of eight and 14 years old and their parents. The project consists of intervention programs designed to educate parents and their kids regarding general traffic safety.

Suggested programs are created with specific age groups in mind. For younger tweens between the ages of eight and 10, activities such as "Spot the Tot", "Trunk Entrapment", "Safety Belt Fit Test" and "Never Leave your Child Unattended" provide information critical to keeping kids safe in and around vehicles. For both younger and older tweens, the focus will be to learn about basic airbag safety and proper safety belt usage.

The activities and related information will be primarily facilitated through school assemblies, after-school programs, safety fairs, and summer programs. Each program will have printed material with the target age groups for students and parents. Incentives such as pencils, seat belt covers and DVD holders will be provided following the activities to reinforce learning.

Focus groups will be conducted prior to the programs to gather ideas to best fit the needs of the Tween population and their parents. The Program Coordinator will be responsible for the completion of these focus groups.

Finally, if possible, the Coordinator will distribute and collect pre and post tests or another selected form of evaluation that will be completed by students and/or parents following the completion of activities. Results would then be compiled into descriptive reports.

PROBLEM IDENTIFICATION:

At a young age, too many children are still riding in the front seat of a vehicle and often without any type of restraint--child safety seat or seatbelt. In addition, this puts a number of children at risk of airbag-related injuries and deaths. While child safety seats and booster seats for children under eight years of age are being used more often, children between 8-14 years of age are at a great risk of danger because of the lack of education about restraint use and airbag safety. These children are the drivers of the future, and the foundation for safety belt use needs to occur at this level before they are behind the wheel of a vehicle.

Eighteen Tweens died in Missouri traffic crashes in 2008. Twelve of those eighteen were vehicle occupants, and 70% of those twelve were unbelted. Many more Tweens - a total of 2,336, were injured. Of those injured, 1,840 were vehicle occupants, and 19.4% of those were unbelted. While a multitude of programs and other resources have been directed toward child restraint or booster seat use by younger children, there has been less focus on ensuring that Tweens ride properly restrained.

GOALS AND OBJECTIVES:

Goal:

-To educate parents/caregivers and children between the ages of eight and 14 about tween safety.

Objectives:

-To provide education through presentations.
-To provide printed materials.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

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4. Attaining the Goals set forth in this contract*
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RESULTS:

Safe Kids Jasper/Newton County held two types of Tween safety education focusing on proper seat belt use and educating students to sit away from the airbag until age 13.

"Back Seat Boss" school assemblies - Each school assembly lasted approximately 30 minutes in duration and was entertaining to help get the attention of the focus group.

Airbag Education piece - The 30 minute school assembly began by discussing the speed of an airbag. Students were asked how many miles per hour an airbag deploys in a crash. A balloon demonstration was used to show the speeds that students guess. One balloon was held up and dropped, the second balloon (which is not tied) was released and the third balloon was popped with a pin. It was explained to students that many do not realize the speed and power in which an airbag deploys.

An airbag was then deployed. After students saw the power and speed of the airbag it was explained to that until the age of 13 the body of a tween is not developed enough to withstand the force of the airbag. Until bones and muscles develop it is dangerous to sit up front by the airbag.

Seat Belt education piece - Four students were selected to assist with the demonstration. The first student sat in the passenger seat and was asked to put the seat belt on properly. Students were shown the proper placement of the seatbelt across the hipbones and the chest and shoulder. The second student has the shoulder belt placed behind the back and the third student under the arm. A slow motion action demonstration shows the injuries that could occur to the second and third student because of the improper seat belt position. The fourth student demonstrates a seat belt safety test to see if they are big enough to be out of a booster seat. The best practice demonstration explains the knees need to bend at the edge of the passenger seat and feet hang naturally towards the floor with the seat belt fitting properly.

"Be the Back Seat Boss" beat box rap - To reinforce the theme of the assembly a beat box rap is performed. Six students assist the rapper. The first five say one of the themes' words and the sixth is to come up with a beat box sound. This is a hit in the assembly!

All students who assist with the assembly receive an Arrive Alive/Buckle Up t-shirt. All students receive material with all the information of the assembly explained.

Small group education for after school programs (usually during PE classroom time). The small group "hands-on" program consists of a Seat Belt education piece - that is the same as the school assembly.

Students view an airbag that has been deployed (filled with foam to keep its form). They talked and demonstrated when to sit up front by the airbag, injuries that could occur when they are near the airbag too early, and general airbag safety tips. If time allows, students sign the airbag if they agree to sit in the back seat.

Other topics addressed: back over issues, never staying in a parked car in the cold and heat, and playing in trunks.

Students are given education material and Arrive Alive/Buckle Up t-shirts. (Additional information on the assemblies is attached.)

FUNDING:

402 / 20.600: 10,000.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

**The Alliance of Southwest Missouri
Tween Passenger Safety Grant Report
October 2009 – June 2010**

Events: 36

Tweens reached: 5824

Pre and post survey results: 290 tween surveyed

Freeman Halloween Event, Joplin
Joplin Middle North, Joplin
Economic Security event, Joplin
McKinley Elementary, Joplin
Goodman Elementary, Joplin
E. Middle School 20th and Duquesne
N. Middle School 22nd and Wall
Joplin West Central Elementary
Cecil Floyd After School Program
United Way Event 10-2 Northpark Mall
Joplin Stapleton Elementary after school program
Carthage Steadley after school program
Carl Junction 2-3 grade school assembly 2:00
Kelsey Norman after school program
Cartersville Elementary 8:15-11:45, 30 min class
Jefferson ASP
Crowder College TRIO event 11-1:30
Columbia ASP
St. John's Reg. Med Center are sports sign up Saturday
E. Middle School 20th and Duquesne
N. Middle School 22nd and Wall
Irving ASP
Carthage McCune Brooks Fair
Joplin Jaycees event
Royal Heights ASP
Emerson ASP
Joplin Y
Sign Up Saturday, Neosho 10-12 NHS
Duquesne ASP
Carver Elementary Fair

Carthage Expo

Ozark 5th grade pod 1

Ozark 5th grade pod 2

Ozark 5th grade pod 3

Ozark 5th grade pod 4

Rock Climbing Camp

PROJECT TITLE:

Driver Improvement Program (DIP) Admin.

PROJECT NUMBER:

10-PT-02-77

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Under the authority of the MoDOT Highway Safety Division, oversight of the Driver Improvement Program (D.I.P.) was transferred to the Missouri Safety Center. Missouri Safety Center oversight of the Driver Improvement Program includes: monitoring of existing classroom and internet providers for curriculum compliance, quality assurance visits, ensuring that classroom site providers are offering re-certification for existing instructors and proper certification of new instructors and providing informational flyers during the annual judge/prosecutor training.

PROBLEM IDENTIFICATION:

According to RSMo 302.302, the state of Missouri has in effect a point system for the suspension and revocation of licenses. Included in Section 5 of the statute is a system for waiving the assessment of points against the operator. This system shall require the satisfactory completion of a driver improvement program and would apply to an operator, when so ordered and verified by any court having jurisdiction over this state, county or municipality, regulating motor vehicles, other than a violation committed in a commercial motor vehicle. The Driver Improvement Program shall meet or exceed the standards of the National Safety Council's eight (8) hour "Defensive Driving Course" or, in the case of a violation which occurred during the operation of a motorcycle, the program shall meet the standards established by the Director of the Department of Public Safety pursuant to sections 302.133 to 302.138.

GOALS AND OBJECTIVES:**Goals:**

Establish, maintain, and provide oversight to Missouri's statewide Driver Improvement Program.

Objectives:

1. Oversee and monitor certification of all DIP program providers and instructors.
2. Audit each program administrator and instructor to insure that they meet the requirements of the state for re-certification and issue certificates. Review new program provider applications for compliance and approve accordingly.
3. Generate an up-to-date list of approved program providers and instructors for the Missouri Department of Revenue.
4. Audit all program providers that offer courses other than the NSC or AAA standards, including a curriculum review to insure they meet the intent of the law of Missouri. This includes all classroom and internet-based providers.
5. Survey all approved providers to acquire annual training figures and publish an annual DIP status report.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Objective: Oversee and monitor certification of all D.I.P. program providers and instructors.

Result: All permanent site providers and instructors were reviewed and received certificates of approval for 2010.

Objective: Audit each program administrator and instructor to insure that they meet the requirements of the state for recertification and issue certificates. Review new program provider applications for compliance and approve accordingly.

Result: All D.I.P. approved providers (program administrators and instructors) were audited during this grant contract period, both permanent and web-based. Currently, there are two new applications that have been placed on hold until the revisions to RSMo 302.302 are finalized.

Objective: Generate an up-to-date list of approved program providers and instructors for the Missouri Department of Revenue.

Result: Completed and kept up-to-date on file in the D.I.P. Program Manager's office.

Objective: Audit all program providers that offer courses other than the National Safety Council or American Automotive Association standards, including a curriculum review to insure they meet the intent of the law of Missouri. This includes all classroom and internet-based providers.

Result: Audit completed.

Objective: Survey all approved providers to acquire annual training figures and publish an annual D.I.P. status report.

Result: The survey for 2010 figures was sent out and that report is attached.

FUNDING:

\$48,400.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Driver Improvement Program 2009 Annual Report

Providers by MSHP Troop Location	Number of Classes	*Court Ordered Students	#Non-Court Ordered Students	Totals Students
TROOP A				
Missouri Safety Center	2	0	2	2
Northland Dependency Services	12	150	0	150
KCI Defensive Driving School	48	180	6	186
Liberty Driving School	6	9	1	10
Central States Mental Health	12	87	0	87
Midwest ADP	24	421	0	421
KC Community Center	6	33	0	33
Safety Health Council KS/MO	40	477	0	477
Mid Missouri Driver Improvement Program	12	56	1	57
Troop A Totals	159	1,383	10	1,423
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
TROOP B				
			0	0
Troop B Totals	0	0	0	0
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
TROOP C				
EMASS	94	1,693	0	1,693
Franklin City Community Service	6	95	0	95
St. Louis Dept. of Justice Services	43	0	845	845
Community Service of MO	54	859	16	875
Safety Council of St. Louis	76	916	0	916
Liberty Program	97	1,504	0	1,504
Community Based Services	12	37	0	37
Comprehensive Court Solution	25	275	0	275
Troop C Totals	407	5,104	861	6,240
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
TROOP D				
Bolivar Safety Academy	6	6	6	12
Safety of the Ozarks	47	990	30	1,020
The Safety Institute	2	2	0	2
Troop D Totals	54	998	36	1,034
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
TROOP E				
HASP	4	38	8	46
Tri County Court Services	12	120	0	120
Accredited Traffic Offender	12	14	80	94
Access Court Services	11	105	0	105
Able Court Services	12	77	28	105
Criminal Justice Services	12	178	12	188
Troop E Totals	51	530	128	658
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
TROOP F				
Affiliated Court Services	23	345	2	347
Traffic Safety Awareness	24	364	94	458
Troop F Totals	47	709	96	805
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
TROOP G				
			0	0
Troop G Totals	0	0	0	0
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
TROOP H				
St. Joseph Safety Council	12	75	45	120
Troop H Totals	12	75	45	120
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
TROOP I				
			0	0
Troop I Totals	0	0	0	0
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
LOCAL PROVIDER SUB-TOTALS	730	8,799	1,176	10,280

Driver Improvement Program 2009 Annual Report

Providers by MSHP Troop Location	Number of Classes	*Court Ordered Students	#Non-Court Ordered Students	Totals Students
Internet Providers	Number of Classes	*Court Ordered Students	#Non-Court Ordered Students	Totals Students
www.missouriawaredriver.com	n/a	207		207
www.missouridriver.com	n/a	957	5	962
www.drivinguniversity.com	n/a	244	141	385
www.idrivesafely.com	n/a	768	0	768
www.gototrafficschool.com	n/a	168	0	168
www.trafficschoolonline	n/a	208	0	208
www.traffic010.com	n/a	114	4	118
www.americansafetycouncil.com	n/a	176	0	176
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
INTERNET SITE SUB-TOTALS	0	2,842	150	2,992
	Number of Classes	Court Ordered Students	Non-Court Ordered Students	Student Totals
2009 YEARLY TOTALS	730	11,641	1,326	13,272

* Court ordered attendance for the staying of points on a driving record.

Whether court ordered or not, attendance is not for the staying of points on a driving record.

PROJECT TITLE:

L.E. Driving & Response Training

PROJECT NUMBER:

10-PT-02-53

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Police Chiefs Association

AGENCY CONTACT:

Director Sheldon Lineback

PROJECT DESCRIPTION:

The Missouri Police Chiefs Association will provide 8-hour law enforcement tactical driving training. Over the next 12 months the MPCA will conduct 140 courses, training approximately 420 law enforcement officers and will provide the driving simulator, instructors and course materials for the training. MPCA will notify departments to market the training, conduct the training and complete all the necessary paperwork to provide P.O.S.T. continuing education credit to the officers.

PROBLEM IDENTIFICATION:

Police vehicles comprise the largest number of emergency service vehicles involved in Missouri's traffic crashes. Of the 1,580 emergency service vehicles involved in 2007 traffic crashes, 77 percent (1,218) were law enforcement vehicles. Law enforcement officers' on-duty annual miles of travel are, no doubt, much greater than other types of emergency service providers. A large proportion of law enforcement officers are assigned to patrol Missouri's roadways throughout their normal shift of operations for crime prevention purposes as well as to provide quick response to calls for services. There is very little tactical and defensive driving training available to the law enforcement community. This type of training is costly. Unfortunately, budgets for law enforcement agencies across the state are stretched thin and often lack budgeting resources for training and equipment needed to improve traffic safety.

GOALS AND OBJECTIVES:**Goal:**

Provide tactical driving training to Missouri law enforcement officers to enhance defensive driving skills and response by law enforcement.

Objective One: Provide 140 tactical driving training courses

Objective Two: Provide the training free of charge to law enforcement agencies

Objective Three: Utilize both classroom lecture and automated driving simulator

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

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Effectiveness of the instruction, instructor, and enhancement of skills.

RESULTS:

The Driving Simulator Training program was taught at the Missouri Police Chiefs Association's training facility in Jefferson City. The program was taught by a certified driving instructor. The instructor has several years of road experience as a police officer driving under the most extreme conditions and has completed the approved driving courses.

- 1) A total of 663 officers were trained during the contract year.
- 2) The objective to teach 140 tactical driving courses fell short by one class. MPCA was able to schedule 139 classes. There were problems with the simulator; otherwise the number of courses would have been exceeded.
- 3) Student evaluations have been extremely positive and are available for review.
- 4) An additional benefit of the program is that some law enforcement agencies have received a discount on their insurance premiums for sending their officers through the course.

FUNDING:

\$50,720.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Racial Profiling

PROJECT NUMBER:

10-K10-07-1

PROGRAM AREA:

07

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Lt. Richard G. Fredendall

PROJECT DESCRIPTION:

Funding for this project was provided for the 2008 fiscal year and an immediate benefit in the timely submission of racial profiling data was realized. Wireless transmission allowed for a more seamless transmission of data, which has been verified through surveys within troops and the Patrol's staff inspection process. An additional benefit of the wireless service has been that it has allowed officers to remain on patrol in their areas longer. Conservative estimates from the Patrol's Information Systems Division indicate an additional 350-500 daily manhours throughout the state are spent on patrol (instead of in the office) because of wireless technology. This has provided more enforcement presence on the highways and more opportunities to enforce traffic laws.

In monitoring the transmission of data and the effectiveness of wireless transmission, the MSHP agency has addressed racial profiling data gathering issues during inservice training for road officers. Spot checks of officer activity has been initiated at troop and zone levels to monitor compliance, and modifications to reports have been made to address common errors.

The Missouri State Highway Patrol will continue to monitor the effectiveness of its racial profiling data submission, and evaluate the timely submission and accuracy of data.

Funding is requested for Fiscal Year 2009 to continue the wireless service in patrol vehicles. The cost for additional wireless service is \$25 per month for approximately 800 patrol officers. Without funding, the ability to continue to pay for wireless service would be unlikely. Funding sources are being sought through the state budget and in-house cost saving measures to sustain the program, but have yet to be realized.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol currently complies with the requirements of RSMo 590, which in part states: Each time a peace officer stops a driver of a motor vehicle, that officer shall report the following information to the law enforcement agency that employs the officer:

- (1) The age, gender and race or minority group of the individual stopped;
- (2) The reasons for the stop;
- (3) Whether a search was conducted as a result of the stop;
- (4) If a search was conducted, whether the individual consented to the search, the probable cause for the search, whether the person was searched, whether the person's property was searched, and the duration of the search;
- (5) Whether any contraband was discovered in the course of the search and the type of any contraband discovered;
- (6) Whether any warning or citation was issued as a result of the stop;
- (7) If a warning or citation was issued, the violation charged or warning provided;
- (8) Whether an arrest was made as a result of either the stop or the search;
- (9) If an arrest was made, the crime charged; and
- (10) The location of the stop.

In addition to the reporting obligations of individual officers, law enforcement agencies are also required to compile data in a report to the attorney general of Missouri. The attorney general shall determine the format that all law enforcement agencies shall use to submit the report. Also required:

- (1) The attorney general shall analyze the annual reports of law enforcement agencies required by this section and submit a report of the findings to the governor, the general assembly and each law enforcement agency no later than June first of each year.
- (2) The report of the attorney general shall include at least the following information for each agency:
 - (a) The total number of vehicles stopped by peace officers during the previous calendar year;
 - (b) The number and percentage of stopped motor vehicles that were driven by members of each particular minority group;
 - (c) A comparison of the percentage of stopped motor vehicles driven by each minority group and the percentage of the state's population that each minority group comprises; and
 - (d) A compilation of the information reported by law enforcement agencies pursuant to subsection 2 of this section.

The accurate and timely submission of data required by Missouri statute relies heavily on road officers to submit accurate and timely data from the field. Until recently, all data was transmitted through a replication process, which occurs when a road officer transmits the electronic data from their Mobile Computing Device (MCD) where the information was entered and stored. This electronic transmission was normally made over a telephone line that is located within the various zone offices throughout the state.

Quite often complications in processing the data arose when zone officers were unable to replicate during their shifts for some of the following reasons:

- (1) Due to a high amount of enforcement activity, or calls for service, an officer could not respond to a zone office every shift.
- (2) An officer could not transmit all data due to the insufficient bandwidth capacity. Most zone offices have less than 56K line speeds, and due to demands of other operations and applications, transmission were too slow to accommodate an officer's time constraints.
- (3) Multiple officers using the same transmission circuit created a delay in the ability of officers to access the database.

The Missouri State Highway Patrol annually reports over 300,000 racial profiling contacts to the Missouri attorney general to be analyzed. While racial profiling data is generally transmitted appropriately, it is not always submitted in a timely manner. Data was generally stored on the mobile computer hard drives for seven or more days to allow for corrections, creating a delay in providing up-to-date relevant data and increasing the likelihood of lost data if the hard drive would crash. Mobile broadband wireless services are currently available statewide that would allow MCD's to automatically replicate data on a continuous basis. The continuous broadband replication of the MCD eliminated the need to rely on low capacity telephone lines at the zone offices. Transmission of the racial profiling data can occur seamlessly as the officers conduct their duties while on patrol. More importantly, the continuous high speed wireless transmission of data over a dedicated circuit reduces data error rates that are caused by dropped connections or timed out modems over the dial-up network. Monitoring of racial profiling activities should be a top priority of every law enforcement agency in the state.

GOALS AND OBJECTIVES:

Project goals are:

1. Promote Highway Safety and enforce traffic laws in an effective, yet impartial and ethical manner.
2. Comply with the RSMo 590 as completely and accurately as possible through the efficient and effective use of current technology.

The methods to achieve these goals are to:

1. Procure enhanced broadband wireless services for MSHP cars through a wireless service provider, to allow for seamless, continuous, and complete transmissions of racial profiling data.
2. Provide up-to-date accurate data required by RSMo 590 through broadband wireless access for all patrol vehicles equipped with Mobile Computing Devices (MCDs)

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

In Fiscal Year 2010 the Missouri State Highway Patrol received federal funds to maintain broadband wireless services for patrol cars to meet the goals and objectives of the enhancing racial profiling data gathering capability.

Funding for this project was provided for Fiscal Year 2008, and an immediate benefit in the timely submission of racial profiling data was realized. Wireless transmission allowed for a more seamless transmission of data, which has been verified through surveys within troops and the Patrol's staff inspection process. An additional benefit of the wireless service has been that it has allowed officers to remain on patrol in their areas longer. Conservative estimates from the Patrol's Information Systems Division indicate an additional 350-500 daily manhours throughout the state are spent on patrol (instead of in the office) because of wireless technology. This has provided more enforcement presence on the highways and more opportunities to enforce traffic laws.

In monitoring the transmission of data and the effectiveness of wireless transmission, our agency has addressed racial profiling data gathering issues during inservice training for road officers. Spot checks of officer activity have been initiated at troop and zone levels to monitor compliance, and modifications to reports have been made to address common errors.

The Missouri State Highway Patrol has continued to monitor the effectiveness of its racial profiling data submission, and evaluate the timely submission and accuracy of data. Funding provided in Fiscal Year 2009 and Fiscal Year 2010 helped to maintain the wireless service in patrol vehicles. The cost for additional wireless service was estimated at \$25 per month for approximately 800 patrol officers.

This funding allowed for effective and efficient racial profiling data gathering two years earlier than it would have been otherwise feasible. Since wireless capability was provided to officers to provide better transmission of data, there have been program upgrades to the Patrol's reporting systems which have provided better transmission of virtually all data. All the grant funds were used before the end of Fiscal Year 2010.

While Racial Profiling funds are no longer available, the Patrol has continued to provide wireless capability to its officers. This sustainment has been accomplished through contract negotiations with wireless providers to reduce overall costs, and cooperative budgeting efforts among Patrol divisions. State funds now pay for this wireless service, which is now considered essential to effectively provide public safety services.

FUNDING:

\$206,907.66

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Workforce Traffic Safety Education

PROJECT NUMBER:

10-PT-02-35

PROGRAM AREA:

02

JURISDICTION SIZE:

46,033

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Chesterfield Police Dept.

AGENCY CONTACT:

Officer Paul Powers

PROJECT DESCRIPTION:

Equipment, promotional, or supply items requested: training funds for assigned officer, car seat installation supplies, informational brochures and pamphlets, plaques for participant recognition, and a laptop computer for the Education Officer to use for off-site trainings.

The City of Chesterfield Police Department will assign a full-time officer to conduct safety education. From October 1, 2009 to September 30, 2010, the officer will conduct at least (20) presentations to business/industries/ corporations/ schools/ community groups to implement traffic safety programs in an attempt to increase safe driving awareness and skills for the employees, students, participants and members as well as provide training and workshops that address the needs of at-risk community members and the people that serve them.

PROBLEM IDENTIFICATION:

The City of Chesterfield is a moderately sized suburban community located at the far west end of St. Louis County on the banks of the Missouri River. It is bordered by the municipalities of Creve Coeur, Maryland Heights, and Town and Country to the north and east; Ballwin, Ellisville, and Wildwood to the south; and St Charles County to the west. The City of Chesterfield encompasses over 32 square miles. The resident population is 46,800. Tens of thousands more people travel to the community for the vast array of educational, religious, recreational, and business opportunities located within the city. There is one university, two major high schools, two middle schools, fourteen elementary schools, forty houses of worship, and over 1500 commercial businesses with over 24,000 employees. The city also contains one major hospital, two large shopping districts, and a regional airport. Although the City of Chesterfield could stand alone in the number and quality of services provided, it is still a large part of the metropolitan area of over 2 million people which draws heavily from the resources that are offered in the City of Chesterfield. Due to the fact that all this activity takes place in the City of Chesterfield, and the City of Chesterfield is at the center of one of the largest and still growing suburban areas in the state, transportation is a primary factor within the community.

In the fiscal years 2004 to 2006 the City of Chesterfield was 15th among all Missouri cities in the number of traffic crashes. It was 23.5 (tied with 6 other agencies) in the number of fatal crashes, 17th in major disabling traffic crashes, 10th in the number of speed related crashes, and 13th in drivers under 21 speed related crashes. The City of Chesterfield was 16th in the total number of drinking involved crashes, 52.5 in the number of fatal drinking crashes, 16th in major disabling drinking involved crashes and 14.5 in the number of under 21 drinking related crashes.

GOALS AND OBJECTIVES:

Goals: (Goals must be set for each activity and must be measureable)

1. Decrease total crashes by 2% over baseline data.
2. Decrease fatal and serious injury crashes by 2% over baseline data.
3. Other- Conduct 20 business and/or community presentations, conduct seatbelt use surveys, conduct at least two child restraint checks, conduct/assist with training in the Occupant Protection fields.

Objective #1

Assign a full-time (certified) police officer as Traffic Safety Education Officer. This officer will be assigned to the Traffic Division and shall devote his efforts to driver behavior education, occupant protection, and pedestrian/ bicycle programs in an effort to increase public education and information on traffic safety issues in line with Missouri Blueprint to Arrive Alive.

Objective #2

Contact and enter into agreements with employers to provide traffic safety programs to employees. Employers must be supportive and partner with the Chesterfield Police Department in the traffic safety initiative.

Objective #3

- A. Implement and conduct various traffic safety projects to address traffic safety issues.
- B. Conduct at least two child-seat check-ups (installation materials required*) and participate in NHTSA and Missouri Highway Safety child-seat initiatives. Promote and conduct training in this field, especially with other community partnerships.
- C. Conduct Drinking and Driving prevention projects, including NHTSA, Missouri Highway Safety, MADD and SADD drinking and driving prevention initiatives, especially targeting young and under-age drinking drivers.
- D. Partner with AARP to address older driver needs.
- E. Partner with SafeKids to promote pedestrian, bicycle, and child restraint programs.
- F. Conduct training in the fields of Child Restraint, SFST, and other areas to increase the capabilities of law enforcement personnel and other community educators.
- G. Have the assigned officer attend the appropriate training to stay up-dated on legislation, programs, and other traffic safety related issues (i.e.LETSAC Conference,LifeSavers Conference*).
- H. Participate in the nationally recognized "Safety Town program that provides injury and accident prevention, as well as road safety lessons, for young school aged children.

The scope of this grant will go well beyond the traditional educational focus. The above listed approaches will allow the Chesterfield Police Department to more thoroughly address the awareness and education of the target groups concerning traffic safety issues. Elements of Occupant Protection, Educational and Special Projects will be able to be accomplished through a wide and varied effort of this project.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

During the period 10/01/2008 to 09/30/2009 the following activities were performed:

- Corporate/Business Contacts: Presented nine businesses the "Workforce Traffic Safety Initiative" lecture (a classroom lecture concerning the benefits of safe and defensive driving and enforcing good driving habits). Approximately 210 employees were reached. Participated in five company safety fairs contacting over 500 people and provided information about driving safety, passenger safety, pedestrian safety and bicycle safety.

- Community Groups: Conducted two High School presentations on driver safety and drinking and driving. Twelve Elementary talks on pedestrian and bicycle safety.

- Child Car Seat Checkpoints: Conducted five child car seat checkpoints in the area for corporate, community and civic groups providing child passenger safety information.

- Child Car Seat Installation Appointments: Made appointments at the police station for any local and surrounding area residents in need of child restraint installation and education. One hundred fifty three car seats were checked or installed properly, and 5 car seats were provided to low income families.

- Bicycle Helmet Fitting and Sales: Conducted five events where bicycle helmets were sold and fitted, and helmet safety information was provided. Approximately 58 helmets were provided at cost to attendees. Provided helmets and fittings to local area residents, made available at the Police Department. Approximately 32 helmets were distributed.

- Safety Belt Checks: Conducted seat belt checks at both area high schools and six area elementary schools called Operation Reward. The program monitors existing traffic and the seat belted occupants received a Tootsie Pop. Over 2000 students were contacted.

- Teen Academy: An eight week introduction to Law Enforcement for High School Students. Two sessions were taught on DWI and Traffic Safety. The DWI section included both classroom presentation and hands on where the students wore "Fatal Vision" goggles and attempted to operate a golf cart around a preset course.

- AARP Older Driver Education Program: Conducted six 4-hour classes for older drivers using the AARP Older Driver Education curriculum. Ninety-eight people attended the presentations.

- Safety Town: This officer was assigned as the coordinator and one of the instructors for this nationally recognized program. Participants ranging in age from four to six years old attended one of six two week programs where they were taught various aspects of safety through classroom and practical exercise. This program had 196 participants.

- Victim Impact Panel: A court appointed program targeting first time offenders. Six presentations were conducted reaching over 140 people about the dangers of impaired and aggressive driving.

- Instruction/Teaching: The following courses were taught on the indicated topics:

(2) CPS Technicians Update class

(1) DWI Report Writing Class as In-Service for Chesterfield P.D.

(4) NHTSA CPS technician's certification classes at various locations

(3) NHTSA SFST courses at Kirkwood Community Center

(3) Hazardous Material Response classes at Chesterfield PD

- Training Conferences: In an effort to stay up to date on current traffic safety issues the following conferences were attended: Lifesavers Conference Nashville, TN, LETSAC (Law Enforcement Traffic Safety Advisory Council) Conference Lake of the Ozarks, MO.

- Miscellaneous: Attended SafeKids STL monthly meetings, and St Louis Regional Traffic Safety Council monthly meetings.

Conclusion and Comments:

As expected, a wide variety of traffic safety educational and community projects have allowed a large segment of the regional population the opportunity to benefit from the information provided as well as getting new educators trained to continue the traffic safety message. Community projects and advocacy outreach has expanded throughout the year. The project remains dedicated and involved with partnerships with other strong safety groups such as the MoDOT/ Highway Safety Division, SafeKids, AARP, and LETSAC in order to maximize the ability to reach as much of the community as possible in an effort to decrease traffic fatalities and injuries through education and awareness.

FUNDING:

402 / 20.600: 28,388.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

SAC Support

PROJECT NUMBER:

10-PT-02-177

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Mr. Ron Beck

PROJECT DESCRIPTION:

This project consists of four major components. These are:

1. Publish the 2008 Traffic Safety Compendium that is specifically designed to identify the scope, magnitude, and severity of the traffic crash problem in Missouri. Special research studies will be conducted to identify specific types of traffic safety problems or evaluate policies and programs being considered for adoption in the DHS annual plan or by other traffic safety authorities.
2. Provide operational support for various information systems related to traffic safety including, but not limited to, the integrated STARS and Traffic Management System (TMS); Online STARS Statistical, Ad Hoc, Traffic Reports of Accidents for Countermeasure Establishment (TRACE), and Police Traffic Safety (PTS) Reporting Applications; Online crash mapping and other geographic data; and the Traffic Arrest / DWI Tracking System (TAS/DWITS).
3. Provide staff assistance to the Statewide Traffic Records Coordinating Committee (STRCC) that is tasked with improving traffic records systems in Missouri.
4. To keep abreast of new technologies and studies related to traffic safety, SAC members will attend the National Traffic Records Forum and Annual Webfocus Conference and other national conferences as their schedules allow.

PROBLEM IDENTIFICATION:

A significant responsibility of the Missouri Department of Transportation, Division of Highway Safety (DHS) is to conduct statewide problem analyses that identify traffic program deficiencies and contributing factors to frequency and severity of Missouri's traffic crash experience. From this analysis, DHS, working with other traffic safety authorities, develops new or improves existing countermeasure policies and programs to reduce crashes resulting from identified deficiencies and factors. In order to develop an effective data-driven statewide analysis, the Highway Safety Division requires research services and statistical support from the Missouri Statistical Analysis Center (SAC).

Several factors must be considered to support traffic safety information and research services for DHS as well as other State, federal, and local traffic safety authorities. The lack of technical expertise of many traffic safety authorities precludes them from conducting in-depth research and data analysis. Analyses and research services should be designed to provide relevant interpretations and conclusions to traffic safety authorities by addressing their level of expertise. It also must be realized that traffic safety information and research is limited. Because required analytical data resides in databases maintained by various agencies, assistance to traffic safety authorities may be required to link traffic safety data across computer platforms and information systems.

The SAC, an integral part of the Missouri State Highway Patrol, Information Systems Division, operates as an analytical and statistical resource center for the executive branches of government at both State and local levels. The SAC not only provides traffic safety information and research services but also is tasked with technical support to the Statewide Traffic Accident Reporting System (STARS) and providing similar types of services in the area of criminal justice and technical support to associated systems such as Uniform Crime Reporting (UCR) System, Missouri Incident Based Reporting System (MIBRS), and the Traffic Arrest / DWI Tracking System (TAS/DWTIS). The fiscal and personnel resource demands on the SAC are extremely heavy. With adequate funding maintenance, the SAC can provide DHS with information and research support services to complete the tasks needed to assure Missouri's Highway Safety Plan is data driven and can be properly evaluated.

GOALS AND OBJECTIVES:

The goal of this project is to provide necessary research, data analysis, statistical programming, and technical resources to support the information services requirements of the DHS as well as other State, federal, and local traffic safety authorities.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

2010 HIGHWAY SAFETY PROJECT

DIVISION OF HIGHWAY SAFETY DATA PROCESSING GRANT

ANNUAL STATUS REPORT

October 1, 2009 through September 30, 2010

The following summarizes significant achievements associated with the 2010 grant, "Division of Highway Safety Data Processing" (Contract No. 10-PT-02-177). The activities described in the following sections were undertaken between October 1, 2009 and September 30, 2010 by staff of the Missouri State Highway Patrol (MSHP), Information Systems Division (ISD) Statistical Analysis Center (SAC).

•Highway Safety Plan

Nine rank order listings were deployed online and made available to law enforcement agencies for their grant application process. The nine listings are Total Missouri Traffic Crashes, Drinking Involved Traffic Crashes, Speed Involved Traffic Crashes, Young Driver Involved Crashes, Young Drinking Driver Involved Traffic Crashes, Young Speeding Driver Involved Traffic Crashes, Older Driver Involved Crashes, Older Driver Drinking Involved Crashes, and Older Driver Speeding Driver Involved Crashes. In each of these, fatal and disabling injury crashes are listed and sorted by frequency and county, unincorporated county, and city.

- Hard copies of the nine online rank order listings with an additional four listings were provided DHS to assist their grant application processing.

- The 2009 Missouri Traffic Safety Compendium was developed and published. It can be found online at: <http://www.mshp.dps.missouri.gov/MSHPWeb/SAC>

- The 2009 Missouri Emergency Service Vehicle Crashes was completed and online posting is pending.

- The 2009 Analysis of Deer Involvement in Missouri Crashes was completed and posted online at: <http://www.mshp.dps.missouri.gov/MSHPWeb/SAC/>

- Assistance was provided to the MSHP Traffic Records Division with the production of their 2010 Traffic Crash Facts Booklet. SAC completed all statistical analyses for this report and posted online at <http://www.mshp.dps.missouri.gov/MSHPWeb/SAC/>

2. Highway Safety Program Implementation and Evaluation

- The MSHP STARS Online Analysis website was implemented in the last fiscal year to provide law enforcement agencies the ability to conduct statistical and crash analyses without direct involvement of the Missouri SAC. Two significant reporting components have been added to the initially deployed four reporting components. One of these new components increased the number of statistical reports from 18 to 60. The other new component added crash report search tool. In addition to these significant additions, the security access was recently removed and the website is now open to all users including the general public. In the initial deployment the website was only available to registered law enforcement representatives which severely limited the utilization of the website. SAC also developed a data warehouse for data accessed by the website reports which greatly improves the performance of reports accessed by the new components. Work is still in progress to convert original component reports to this data warehouse instead of STARS/TMS production data.

The MSHP STARS Online Analysis website can be accessed from the following url:

<https://www.mshp.dps.missouri.gov/TR10Web/includes/TR10L600.jsp>

The six components of the website are listed below and additions or enhancements made during this fiscal year are indicated.

Crash Characteristics Summary Reports [NEW]: A set of 42 statistical reports that describe Missouri crashes by various factors such as severity, crash type, temporal, demographic, and environmental factors. These reports can be run by geographic area (Troop, county, city, ORI, highway) and date.

Accident Involvement Reports: A set of six crash involvement analyses (Drinking Involvement, commercial vehicle involvement, construction/work zone involvement, younger driver involvement, older driver involvement, cell phone) that can be analyzed by city of occurrence, county of occurrence, investigating agency, and report year.

Police Traffic Safety Grant Reports: A set of three crash analyses (Total Crash, Drinking Involved, Speed Involved) that can be analyzed by city of occurrence, county of occurrence, investigating agency, and report year. These reports provide statistics that support law enforcement agencies DHS grant applications.

Traffic Crash Online Mapping [ENHANCED]: A geographic information system that allows law enforcement agencies to map crashes by location of occurrence (troop, county, city), time / date of occurrence, crash severity, investigating agency, crash type, vehicle / driver circumstance, and driver gender and injury.

Static MSHP Crash Reports: Nine rank order listings of fatal and disabling injury crashes by crash frequency and location of occurrence (county, unincorporated county, city). These reports are described in more detail under (1) Highway Safety Plan.

Online Traffic Crash Reports [NEW]: A search tool to identify crashes investigated by the MSHP in the past 29 days. Searches can be conducted by geographic area, name, date, and injury level. Search results provide details of each crash fitting the set parameters and include person(s) name, crash location, and circumstances.

3. State and Local Information and Research Service Support - The volume of services provided by the Missouri SAC continues to decrease with the deployment of the STARS Online Analysis website. However, special reports are still requested from traffic safety authorities, legislatures, and the general public.

•Seventy five (75) crash statistical analyses were requested and completed.

4. Highway Engineering Accident Location Analysis Support - Because the online TRACE reporting systems was made available to the MSHP Traffic Division, operational support was very limited for traffic crashes at specific locations within cities or counties. Efforts in this area included:

Two (2) TRACE reports were requested and completed.

5. STARS / TMS and Other System / Interface Maintenance -

Application Development: As previously mentioned the Missouri SAC developed two new components and enhanced the STARS Online Analysis Website during this evaluation period. At initial deployment this website was a secure, browser-based application with four components. Recently however, the security was removed and the website is now open to all users including the general public. A data warehouse was built to improve reports performance and new mapping functionalities were added. Two new components were also deployed. These additions and changes are described in detail under Section 2 of this report.

The Missouri SAC completed several tasks required for the rewrite of STARS / TMS to accommodate the new Missouri Uniform Crash Report scheduled for release on January 2012. Significant SAC accomplishments include:

- Participation in the Traffic Records Committee meetings tasked with the redesign of the Missouri Uniform Crash Report.
- Participation in internal MSHP meetings to develop data specifications for integration of Patrol's new mobile reporting solution (Fatpot) with 2012 STARS.
- Project management for RKV contractual services to rewrite STARS crash tables in TMS.
- Completed a GAP Analysis for 2012 STARS to determine scope and requirements of STARS/TMS revision project. This analysis allowed detailed project plan of SAC tasks associated with revision.
- Completed documentation of data specifications for electronic data submissions that meet 2012 MUCR requirements. These data specifications will be provided to law enforcement agencies and their vendors to develop electronic crash data from their record management systems. Element formats and edit requirements, MUCR form names and section identifiers, TMS database names, MSHP mobile database names, STARS element numbers, and NIEM translation tags were included in the documents created by SAC.
- Completed documentation of new code files for 2012 STARS / TMS. With this information, SAC will update the TMS test code file prior to implementation of the new crash form and system.
- Completed updates of all current STARS system documentation for backend SAS report programs, history and statistical file formats, and code file changes from 1984 through 2012. With this documentation, rewrites of backend computer programs will be completed more efficiently.

- Participation in discussions with DPS staff on integration of STARS/TMS with MoDEX. It was decided in these meetings that SAC will provide DPS with a list of NIEM compliant STARS elements that could be shared with the Missouri Data Exchange. It would then be decided if this integration was of value.

System Maintenance:

STARS/TMS:

- Quality control analyses were conducted to improve the quality of data captured in the STARS data repository. A series of statistical tables run monthly and provided to the MSHP Traffic Division that identified crash reports submitted during 2009 and 2010 that contained data errors.
- A weekly file was created that provides crash information to the Department of Revenue for crashes involving out of state drivers. DOR uses this file to notify Missouri drivers in these crashes with information about the out-of-state driver.
- Project management was provided to the MSHP Traffic Division for the RKV contractual services for ongoing STARS support.

TAS/DWITS

- Support was provided to the MSHP Traffic Division with the update of the online TAS/DWITS training registration application for 2010 regional training.
- Project management was provided to the MSHP Traffic Division for the Rose Technologies contractual services for ongoing TAS/DWITS support.
- Participated in discussions with DPS about the role of TAS/DWITS in proposed 2010 DWI legislation.
- Participated in discussions with DPS staff about the integration of TAS/DWITS with the CODY/MoDEX project currently in progress at the MSHP. This integration could provide a method for some citation data to be collected by CODY/MoDEX and electronically sent to TAS/DWITS.

Equipment Purchases: The following items were purchased with funds provided by this grant:

- One license of Adobe Acrobat ver. 9
- One copy of SAS Certification Prep Guide: ver. 9
- One Brothers Labelmaker and software
- One copy of Adobe Flex Builder ver. 3.0
- One copy of Carpenter's Complete Guide to the SAS REPORT Procedure

Conferences, Committees, Training

- Registration and travel expenses were paid for two SAC staff to attend the 2010 Traffic Records Forum conference in New Orleans, Louisiana. A co-presentation on the STARS Online Analysis Website was presented by these staff at the conference.
- Registration and travel expenses were paid for one SAC staff to attend the 2009 BJS/JRSA Annual Conference in St. Louis, Missouri. This staff member presented a table session on crash mapping at the conference.
- One SAC member attended Missouri TRCC / 408 Funding meetings and traffic systems assessments.

FUNDING:

\$7,000.00

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

ALCOHOL

This program area addressed issues related to the driver whose ability to safely operate a motor vehicle has been impaired by the use of alcohol or other drugs. Although only 4.88% out of every 100 traffic crashes in Missouri were identified as drinking related, there are strong indications that investigating officers under-report drinking involvement as a contributing factor in traffic crashes. The offender's symptoms may be masked (shock, injuries) or the person may be transported for treatment before the officer had a chance to observe or interview them. The other issue is that there may not be enough evidence for the officer to verify that the person's drinking actually contributed to the crash.

BENCHMARKS

Established	Result
<p>Decrease fatalities involving drivers with .08 BAC or greater by 2 percent annually to:</p> <ul style="list-style-type: none"> • 304 by 2009 • 298 by 2010 • 292 by 2011 • 286 by 2012 <p>• 2008 fatalities involving drivers of passenger vehicles and motorcycle operators with .08 BAC or greater = 310</p>	<p>In 2008, the number of fatalities involving drivers of passenger vehicles and motorcycle operators with a .08 BAC or greater was 310. That number decreased to 300 in 2009, a 3% decrease.</p>
<p>Increase impaired driving arrests made during grant-funded enforcement activities by 2 percent annually to:</p> <ul style="list-style-type: none"> • 7,560 by 2009 • 7,711 by 2010 • 7,865 by 2011 • 8,022 by 2012 <p>• 2008 impaired driving arrests made during grant-funded enforcement activities = 7,412 (DWI)</p>	<p>In 2008, the number of impaired driving arrests made during grant funded enforcement activities was 7,412. In 2009, there were 5,369, a decrease of 28%.</p>
<p>Decrease fatalities involving impaired drivers under the age of 21 years by 2 percent annually to:</p> <ul style="list-style-type: none"> • 38 by 2009 • 37 by 2010 • 36 by 2011 • 35 by 2012 <p>• 2008 fatalities involving impaired drivers under the age of 21 years = 39</p>	<p>In 2008, the number of fatalities involving impaired drivers under the age of 21 years was 39. In 2009, the number of fatalities decreased to 37, a 5% decrease.</p>

Strategies—Public Information and Education

Identified	Implemented
Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as <i>You Drink & Drive. YOU LOSE</i> , through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the Web site, and through public service announcements	The HSD contracted with TrueMedia, Inc, to promote the "You Drink & Drive. You Lose." campaign. Information was distributed to the law enforcement agencies that received grants that included a sample press release. Local and state law enforcement agencies conducted numerous media interviews.
Incorporate impaired driving educational programs into school systems and businesses	Numerous school presentations were made during the FY2010, as well as the distribution of items at schools and events with the stop impaired driving message.
Develop statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program)	Statewide designated driver programs previously developed remain active and continue to stress alternatives to drinking and driving. Contact was maintained with all 23 CHEERS chapters to encourage them to sustain or improve CHEERS participation. The CHEERS program is highlighted in the SMART program, and many SMART participants have called for information and subsequently joined efforts with Project CHEERS as a result.

Educate large numbers of alcohol servers in intervention techniques utilizing the Server Training program conducted by the Division of Alcohol and Tobacco Control and through the SMART Web-based server training program; continue to expand and promote the programs	During the grant year the ATC conducted 43 Server Trainings across the state that trained 2,455 people.
Provide support for the MCRS Impaired Driving subcommittee to address impaired driving crashes	The MCRS Impaired Driving subcommittee meets several times a year. The subcommittee is comprised of several agencies/organizations that work in the impaired driving area such as MADD, Missouri Office of Prosecution Services, Department of Health and Senior Services, Revenue, Public Safety, Mental Health, and the Office of State Courts Administrator, etc. The subcommittee is co-chaired by a local prosecutor and a Captain with the Missouri State Highway Patrol. HSD staff provides support and coordination functions for the subcommittee.
Implement, if possible, recommendations identified in the 2008 Statewide Impaired Driving Assessment	The assessment report (resulting from the 2008 Statewide Impaired Driving Assessment) is on file in the HSD office and is being used in the development of Missouri's Impaired Driving Strategic plan, which was finalized and printed in January of 2010.
Working through the MCRS Impaired Driving Subcommittee to develop and implement an Impaired Driving Strategic Plan	The Impaired Driving Strategic plan was finalized and printed in January of 2010. The Impaired Driving Subcommittee members provided technical expertise to the Department of Public Safety and many legislators across the state during the 2010 legislative session. The Strategic Plan was also disseminated during the session to outline improvements in the state. House Bill 1695 was truly agreed to and finally passed by the Missouri General Assembly on May 13, 2010 and signed into law by Governor Nixon on June 2, 2010. A summary of the bill is on file in the HSD office.
Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention and Partners in Environmental Change; local community educational programs	ThinkFirst received a congratulatory proclamation from Governor Jay Nixon during a special 30 th Anniversary celebration event hosted at the State Capitol on June 23, 2010. Team Spirit: Twenty high school teams participated in the 2010 Team Spirit Leadership Program and completed Action Plans for their schools. The Action Plans were implemented during the 2009/2010 school year. In addition, nine high schools from MoDOT District 10 participated in a one day Regional Team Spirit Workshop. A Team Spirit Reunion was held in Jefferson City on March 10-12, 2010. Nine previously trained Teams participated. One additional Conference was planned for Kansas City in January 2010 but was canceled due to inclement weather. Other successful programs are detailed in reports attached to this document.
Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications	Alcohol-related education materials are continually revised and updated as needed.
Develop campaigns/materials to reach targeted high-risk groups	The Highway Safety Division supported the National Council of Alcohol and Drug Addiction Leadership Conference again in 2010. The conference trained hundreds of teens across the state on the dangers of alcohol and drug use, includes sessions involving the danger of driving while using these substances. The Highway Safety office also supported the Missouri School Resource Officer's Annual Conference again in 2010. The conference is available to all MSROs to provide training on all aspects of school safety.
Develop materials to educate legislators about alcohol and other drug-related driving issues	The Highway Safety office created a myriad of printed materials for legislators last legislative session. These materials supported efforts to pass comprehensive DWI reform and included brochures, charts, graphs, and comparative public policy research publications.

Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners In Prevention, Partners In Environmental Change)	PIP is used as a forum to establish contact with a "Drive Safe. Drive Smart" contact at different universities. PIP members actively participate in MCRS DWI Subcommittee meetings to maximize resources.
Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or <i>Every 15 Minutes</i> , loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers	Support is provided to schools that would like to implement either of these programs. Fatal vision goggles, videos, and community program guides are sent when requested.

Strategies—Enforcement

Identified	Implemented
Provide funding for alcohol saturation enforcement teams DWI Task Forces, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans	During the DWI campaigns funded this grant year, there were 85,949 traffic stops, 139 sobriety checkpoints, and 2,385 DWI arrests. A vehicle was purchased in April 2010 and conversion into a fully operation BAT van was completed in October of 2010. The vehicle's first use was for an Impaired Driving display at Ameren UE's safety fair in October, and the first checkpoint at which the vehicle was used was November 10, 2010. A media event was held on December 6, 2010, to officially showcase the BAT Van as part of the 2010 "Holiday Impaired Driving" campaign kick-off event.
Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies)	Seventeen law enforcement agencies were provided with equipment through grant funding. Examples are: generator, heater for checkpoint trailer, signs, balloon light, cones flashlights PBTs, Light tower for BAT van, and DWI car repairs.
Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing, sobriety checkpoint supervisor training, courtroom testimony, Drug Recognition Experts, and DWI crash investigation techniques)	Two sobriety checkpoint supervisor courses were conducted during which 56 sobriety checkpoint supervisors were trained. The courses were held in Festus and Kansas City. In addition, one Low Manpower Checkpoint Supervisor course was held in Columbia training 27 officers.
Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference	Keynote speakers were Romell Cooks, NHTSA Regional Administrator; and Leanna Depue, Director of Highway Safety. Also speaking was LTCOL Richard Coffey with the MSHP. The 2010 LETSAC Conference had 258 officers in attendance who received POST credit. New events at the 2010 conference included the first annual LETSAC police car show, the Great Escape challenge, and a survey of seat belt use by conference attendees.
Provide supplies, support, and training for Drug Recognition Experts and the DRE Recertification Training to ensure continuity of the program	During this fiscal year 70 sets of pupilometers and matrix cards were purchased for distribution throughout Missouri. Funds were also used to support the DRE Advisory Board meetings. Two course managers were provided funding for attendance to the National Impaired Driving Conference in Pittsburg, PA.
Support a State SFST Coordinator who will work in cooperation with the Impaired Driving Subcommittee of the MCRS in order to maintain standardization of the program	The SFST Coordinator is a regular member of the Impaired Driving Subcommittee of the MCRS and meets with that committee on a routine basis. The Coordinator is also a member of the SFST/DRE Oversight Board that meets four times a year.
Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, 1-866-MUSTB21 tipline, PIRE law enforcement training, selective enforcement, compliance checks, and special events)	PIRE trainings were conducted in three locations around Missouri: Columbia, Sugar Creek and St. Louis. The sessions provided training to approximately 150 community coalition members and law enforcement officers. There were 2,455 people trained at 43 Server Trainings. Other projects are outlined in attached reports.

Incorporate, if possible, recommendations identified in the 2008 Impaired Driving Assessment	The assessment report (resulting from the 2008 Statewide Impaired Driving Assessment) is on file in the HSD office and is being used in the development of Missouri's Impaired Driving Strategic plan, which was finalized and printed in January of 2010. There are several strategies in the strategic plan that addresses enforcement.
Increase participation in statewide multijurisdiction mobilization enforcement efforts	Five statewide DWI campaigns were conducted in FY2010. Throughout the five campaigns, there were 34,919 enforcement hours worked.
Support selective enforcement efforts to address young drinking drivers by funding underage drinking enforcement projects statewide	ATC conducted 185 Compliance Checks throughout the state. Forty-nine of the 185 checks resulting in the clerk selling alcohol to the Compliance Inspector. This equates to a 26% noncompliance rate, and represents a 6% decrease in the amount of non-compliance checks as compared to FY2009, and a 12% decrease in noncompliance as compared to FY2008 when the noncompliance rate was 38%. This indicates the program is working.
Support three additional DWI traffic units with a local law enforcement agency	The focus of the Boone County Sheriff Department's DWI traffic unit conducts enforcement on county roadways, state maintained roadways and areas in and around the edges of the City of Columbia. The Camden County DWI traffic unit conducts enforcement on county roads including US 54, MO7, and Horseshoe Bend Parkway. Other country roads are given attention as well for prevention.

Strategies—Prosecution/Adjudication

Identified	Implemented
Train judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, and the National Drug Court Institute	Funds were provided to conduct one general traffic safety conference available to all Missouri prosecutors and law enforcement officers, one trial advocacy program relating to highway safety, one "Protecting Lives, Saving Futures" course, and up to six in-service workshops to provide training on relevant issues. These goals were achieved in FY10. A detailed report is attached.
Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri	The Missouri Office of Prosecution Services was awarded a grant to fund a Traffic Safety Resource Prosecutor in Missouri under Project 10-54-AL-82 (attached). This was the sixth year for this grant originally awarded in October of 2004.
Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates	The MADD Missouri State organization court monitored the counties that fell under the 23 percent DWI/BAC conviction rate. This is an increase in the conviction rate of 1.5 percent over previous years. MADD Missouri was proud to have nominated the Missouri State Highway Patrol for not only the efforts of 10,500 DWI arrests in 2009 but the last thirty years. The MSHP received the MADD National Law Enforcement Award this year.
Provide National Drug Court Institute training to DWI court teams from across the state	HSD continues to support teams attending DWI court training.
Provide equipment and training to enhance the DWI Tracking System (DWITS)	A filter was created to remove prosecutor records coming in through the OSCA interface that do not meet the numbering standards and have 999 in the first 3 digits of the UC number. Other upgrades are detailed in the report attached to this document. The MSHP Training Academy conducted seven different alcohol-related schools and sent two officers to the annual DRE National Conference with the assistance of this grant. A total of 202 students attended the training provided and POST continuing education hours were awarded in all the courses provided.
Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and	HSD provided speakers for municipal and court clerks conference as well as the prosecuting attorney's conference

court clerks conference	during the fiscal year.
Provide an integrated system, a Web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing	The DWI Tracking System, a major component of Missouri's use of transfer funds, has resulted in the ability to track the full life cycle of a DWI event and identify missing reportable information. When charges are filed, the dispositions are readily available. Once the full life cycle of DWI events are recorded in the repository, inconsistencies in the process of enforcing DWI statutes can be examined. This system provides Missouri with the most comprehensive information on DWI offender records ever available.
Continue expansion of DWI Courts throughout the state beyond the current five locations in St. Charles, Lincoln, Jefferson, Buchanan and Greene Counties	There are 340 people currently participating in twelve stand-alone county programs and 37 adult drug court programs that accept DWI offenders. There have been 57 DWI court graduates so far in calendar year 2010 resulting in a program graduation rate of 72 percent.
Provide funding for an additional transportation attorney at the Missouri Department of Revenue to provide legal representation for alcohol-related license appeals to Missouri appellate courts.	A full-time Appeals Attorney position was created within the Department of Revenue, General Counsel's Office to represent the Department in appeals to the Missouri Court of Appeals, including the Supreme court, involving alcohol-related legal issues.
Provide funding for a paralegal position in the legal counsel's office at the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock coordinator	A full-time Paralegal position was created in the DOR, General Counsel's Office, to review and monitor alcohol-related traffic offenders. The Paralegal receives and reviews all Petitions for Review and LDPs daily, and then has a legal file opened in the General Counsel's Office, and a licensed Department attorney assigned to the case.

Strategies--Technologies

Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system	Changes were made to the user certification letter and uploaded to the test serve to be deployed. The redesign of the PDF generation of the UC range notification letters was integrated into the web application. A fix was made to the manual dissemination log that affected the extract of data coming from Karpel via OSCA. Work was started on opening up the prosecutor modify screen to traffic users and some edits were bypassed and screens needed some polishing. A fully detailed report outlining other edits/updates is attached to this document.
Support the efforts of the Missouri Safety Center Breath Instrument Training Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed	The Breath Alcohol Lab continues the process of reconditioning and/or rebuilding older breath instruments for local law enforcement agencies in the state. The Breath Lab placed 62 Alco-Sensor IV units in several police departments, along with 18 new simulators.
Seek ways to expedite processing of DWI offenders	This is an ongoing effort. HSD works with the Impaired Driving Subcommittee to develop ways to expedite the processing of DWI offenders.
Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices	In July of 2009 Missouri law changed and ignition interlock use is now required as part of driver license reinstatement for all repeat offenders. HSD certifies ignition interlock devices that can be used in the state and provides the list of installers to the public. In addition, HSD works with DOR and the courts to ensure reporting requirements and compliance.
Develop a process to monitor ignition interlock manufacturers/installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines (or rules)	A retired law enforcement officer was hired and serves as the Ignition Interlock Monitor for the state. Ninety percent of the ignition interlock installation/service centers were monitored during this grant period. The centers were monitored to ensure compliance with state guidelines. In addition, the ignition interlock monitor provided training to the Department of Revenue and to law enforcement officers attending Type II Breath Alcohol Instructor training.

DWI TRACKING SYSTEM

The DWI Tracking System, a major component of Missouri's use of transfer funds, has resulted in the ability to track the full life cycle of a DWI event and identify missing reportable information. The system has provided information on both criminal and administrative sanctions imposed for DWI violations, as well as treatment program participation by offenders. Federal requirements for incentive grant funding specify that DWI incidents must be tracked from arrest through adjudication. For each DWI arrest, it should be possible to determine if charges were filed, amended or nolle prosequi. When charges are filed, the dispositions are readily available. Once the full life cycle of DWI events are recorded in the repository, inconsistencies in the process of enforcing DWI statutes can be examined. If the difference between the number of arrests and number of convictions is significant, potential causes can be studied and remedies implemented. The reporting capabilities of the new system include reporting on aggregated DWI data by specific categories such as geographic locations, demographic groups, and sanctions imposed. Additional reports are provided that identify non-reporting agencies and information missing within individual DWI incidents. This system provides Missouri with the most comprehensive information on DWI offender records ever available. The program became operational in February of 2005.

SOBRIETY CHECKPOINTS

Sobriety Checkpoints have proven their worth as a deterrent, intervention, apprehension, and public awareness tool in the DWI arsenal. For this reason, a state must have a statewide sobriety checkpoint program in order to qualify for Section 410 Alcohol Incentive grant funds. Utilizing Section 410 and 154 alcohol incentive funds, the HSD was able to provide funding to support checkpoints through 48 local law enforcement agencies and the Missouri State Highway Patrol. While these agencies are listed below, it is important to note many agencies that provide the sole funding support for their checkpoints are not included within this list

- | | |
|---|--|
| 1. Arnold Police Department | 25. Jennings Police Department |
| 2. Barton County Sheriff's Department | 26. Kansas City Police Department |
| 3. Belton Police Department | 27. Missouri State Highway Patrol |
| 4. Blue Springs Police Department | 28. Monett Police Department |
| 5. Breckenridge Hills Police Department | 29. Nixa Police Department |
| 6. Byrne's Mill Police Department | 30. O'Fallon Police Department |
| 7. Calverton Park Police Department | 31. Osage Beach DPS |
| 8. Cape Girardeau Police Department | 32. Overland Police Department |
| 9. Cass County Sheriff's Department | 33. Ozark Police Department |
| 10. Cole County Sheriff's Department | 34. Perry County Sheriff's Department |
| 11. Creve Coeur Police Department | 35. Raymore Police Department |
| 12. Dallas County Sheriff's Department | 36. Republic Police Department |
| 13. Eldon Police Department | 37. Springfield Police Department |
| 14. Ellisville Police Department | 38. St. Charles City Police Department |
| 15. Eureka Police Department | 39. St. Charles Sheriff's Department |
| 16. Franklin County Sheriff's Department | 40. St. John Police Department |
| 17. Hallsville Police Department | 41. St. Joseph Police Department |
| 18. Harrisonville Police Department | 42. St. Louis County Police Department |
| 19. Hazlewood Police Department | 43. St. Louis Metro Police Department |
| 20. Kennett Police Department | 44. St. Robert Police Department |
| 21. Independence Police Department | 45. Stone County Sheriff's Department |
| 22. Jackson County Sheriff's Department | 46. University City Police Department |
| 23. Jasco-Metropolitan Police Department | 47. Vernon County Sheriff's Department |
| 24. Jefferson County Sheriff's Department | 48. West Plains Police Department |
| | 49. Willow Springs Police Department |

PROJECT TITLE:

DWI Tracking System

PROJECT NUMBER:

10-K8-03-76

PROGRAM AREA:

03

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Mr. Russell Dunwiddie

PROJECT DESCRIPTION:

This project will provide funding to cover personnel from the Information Systems Division or contracted computer professionals from the private sector providing system maintenance, remedying any system malfunctions that surface, and construct and implement any necessary system enhancements/interfaces.

Personnel from the Highway Patrol's Traffic Division, Information Systems Division, and/or contracted consultants will offer regional-type training seminars on the DWI Tracking System at designated locations throughout the State (most likely, St. Louis, Kansas City, Springfield, and Jefferson City). The training curriculum will be geared toward representatives from law enforcement agencies, prosecuting attorney offices, and courts. Additional presentations to market the DWITS may include the annual prosecutor conference, court clerk conference, LETSAC, etc. Correspondence will be mailed to criminal justice agencies throughout the State informing them of the scheduled training session and student registration process. Training materials will be printed and disseminated to students that attend the training. The Traffic Division will also provide tutorial CD's of the DWITS to new users or potential users upon request. A web-based student registration page will be posted on the Patrol's official Internet home page for anyone interested in attending DWITS training. Prior to each session, Traffic Division personnel will determine the number of students registered and weigh the costs for providing the session in comparison to the number of students. If a session is not cost effective and thus canceled, measures will be taken to inform registered students of training sessions at other locations.

Personnel from the Traffic Division will return questionable or erroneous records to the respective criminal justice agency that completed the DWITS entry or submitted the record for entry.

PROBLEM IDENTIFICATION:

In February 2005, a new web-based DWITS went into production for the state of Missouri. This system provides a means to track Driving While Intoxicated (DWI) offenses through their full life cycle -- from arrest to final court disposition, and works basically like this: A law enforcement officer makes an arrest for DWI. The arresting officer or designated clerk enters the arrest information into the DWI Tracking System via a web browser. Once entered, the data is immediately available to other authorized users making inquiries into the tracking system. Furthermore, the prosecutor's office can access a DWI case and append their disposition. If the case goes to court, the court clerk can forward a disposition to the Highway Patrol for inclusion into the DWITS. The DWI Tracking System also provides a means to conduct baseline, geographic, and demographic DWI analysis for the procurement of federal grant funds.

Tracking a DWI offense from arrest to final court action requires a great deal of information gathering and sharing between local and state government entities. Law enforcement agencies, prosecutors, and courts, are the primary information contributors to the DWI Tracking System as well as users. Information sharers include the Department of Revenue, Office of State Courts Administrator, and Department of Mental Health. The Missouri State Highway Patrol has been designated as the state agency responsible for managing and maintaining the DWITS.

Success of the DWITS will depend in part upon the Highway Patrol providing on-going technical support (either through in-house experts or contracted computer consultants) for system maintenance, resolving unexpected problems, and developing/implementing enhancements. Enhancements identified and constructed with previous federal project grant funds include interfaces with the Missouri Incident Based Reporting System (MIBRS), Regional Justice Information Service (REJIS), local law enforcement agencies records management system, OSCA/DOR electronic court disposition file, Missouri Department of Revenue Alcohol Influence Report database, and internal user integrity management tools. Success will also hinge upon the Highway Patrol and/or contracted consultants marketing the DWITS and training new users to the application (representatives from law enforcement agencies, prosecuting attorney's offices, and courts). Finally, various in-house quality control measures are vital to the DWITS. For instance, the Traffic Division is tasked with identifying records encoded into the DWITS that appear erroneous and taking steps to validate the data.

GOALS AND OBJECTIVES:

The Missouri State Highway Patrol will strive to achieve the following objectives via this grant proposal:

1. Make certain the DWI Tracking System is operational 24/7.
2. Identify, develop, and implement system enhancements and interfaces.
3. Enhance users knowledge of the DWI Tracking System by offering regional-type training seminars within approximately 200 miles (one way) of their jurisdiction and/or provide tutorial compact disks (CD's) of the DWITS upon request. Also, market the DWITS by presenting information at various criminal justice-related conferences throughout the State.
4. Return records from the DWITS to the respective reporting agency that appear questionable or erroneous.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The Highway Patrol, Traffic Division, will submit a project evaluation report to the Missouri Department of Transportation, Office of Highway Safety, by October 20, 2010. The report will include the following information:

1. A summary of DWITS malfunctions and enhancements, and the costs for contracted technical support to fix the malfunctions or build and implement any enhancements.
2. The number of DWI Tracking System training seminars and marketing sessions completed, the location of the seminars/sessions, and the number of agencies registered to attend the training.
3. The number of tutorial CD's disseminated.
4. The number of law enforcement agencies, prosecuting attorney offices, and courts that have access to the DWITS.

RESULTS:

DWITS Support 10/09 - 10/10

A filter was created to remove prosecutor records coming in through the OSCA interface that do not meet the numbering standards and have 999 in the first 3 digits of the UC number.

200 potential duplicate records were loaded for TFD manager reconciliation.

Research was conducted for a Boone County Sheriff's Office interface update issue.

A new edit was added to prevent the highway street from being entered when the highway class is J or O. A query was ran to determine how many records currently in the system violate this rule.

Changes were made to the user certification letter and uploaded it to the test server to be deployed. A redesign of the process was made to generate the PDF version of the UC range notification letters to ease changes to the underlying template every time that the letterhead or signature block is updated. The redesign of the PDF generation of the UC range notification letters was integrated into the web application.

A fix was made to the TARD transaction that was causing old UC numbers to be issued when a book was never assigned.

Research was conducted of the prosecutor data load to OSCA.

A fix to the database was made to eliminate daily fails of batch jobs.

A fix was made to the manual dissemination log that affected the extract of data coming from Karpel via OSCA. Validations were built for the prosecutor interface from OSCA. A test file was created with the following issues:

1. Throw away record if non-patrol non-DWI charge codes in both prosecutor charge code fields and no UC already on file. - affected 121 records
2. Check to make sure the ORI matches (first 5 only) when UC is on file. - only affected one record although 4 records had a missing arresting agency ORI.
3. Make sure the original charge on 103 records is the same as the arrest charge in DWITS. If not, send to error report for further research. - affected 161 records
4. Make sure the original charge on 105 records is the same as the arrest charge in DWITS. If not, see if the amended charge on the incoming record matches the original charge on file. If true, then reverse and load, otherwise send to error report for further research. - 5 records failed to load due to this validation
5. When we get 103 records and we already have an original prosecutor action on file, make sure the original charge code matches. If true, just overwrite with new data, or else send to error report for further research. - affected 24 records
6. When UC is on file and name does not match, send to error report for further research. - affected 26 records
7. If the court disposition is already on the record and we receive a prosecutor action then send to separate error report for further research. - affected 366 records

A change was made to the court disposition validation to check to see if either prosecutor charge code matches the court disposition charge code. The pending prosecutor dialog tables were rebuilt to allow their use similar to OSCA electronic conviction process that supports searching, pending status, and online error reporting.

A fix was made to resolve a problem encountered when printing user certification letters with PDF. It was due to a difference in the default page setup where the default page scaling option in Adobe Reader is "Shrink to fit printable area" and mine is "None". Experimenting identified page margins in IE7 were able to get the letters to print out properly from the PROD system but not Notes. This was due to an authentication issue between WebSphere and Lotus Notes. The arrest and court disposition charge description to the OSCA electronic conviction search results detail screen similar to the way that it is displayed on the OSCA electronic conviction report.

Work was started on opening up the prosecutor modify screen to Traffic users and some edits were bypassed and screens needed some polishing.

A change was made to the letterhead on the system generated letters for the incoming Colonel. The screen's appearance is better in that all of the read-only HTML text fields on a modify transaction don't appear anymore.

An Excel spreadsheet with the file layout and selection criteria of the OSCA FCC interface file was created.

An issue with the charge code description on the OSCA electronic conviction inquiry screen was made.

A meeting to discuss TAS/DWITS integration with the new FATPOT RMS application was attended.

Changes were made to the prosecutor modify screens so that Traffic users can use them. The changes included the ability for TFD to enter an ORI and displays of court dispositions when they exist.

The back-end tables and code to support the prosecutor interface pending and error reporting process were updated.

Following testing of online screens and reports for the prosecutor interface pending and error reporting process, online screens and reports for the prosecutor interface pending and error reporting process were added and deployed.

The following changes were made: Arrest date and nolle reason fields were added to the prosecutor pending and exception reports; Date received field was added to the prosecutor exception report;

Last name, first name, middle name sort was fixed; and UC#, record ID was added to the prosecutor pending and exception reports

Seat belt logic was added to pull from the original charge code field for 105 (amended) records.

An integration of the prosecutor file from OSCA and TAS/DWITS was coded, tested, and deployed. All test records processed successfully (either load or a valid exception) this time except for one record that had an 8-digit UC and could not be parsed. Charge codes on the prosecutor reports were rearranged so only records with prosecutor action code 105 were processed. A count field was added to the prosecutor interface screens (exception report, inquiry, pending file) as was a link to add/modify another prosecutor record from success screen similar to the DISU and DWIA success screen.

A fix was made to resolve an issue with the prosecutor history links not showing up. The logic in the IF statement that determined whether or not to display the list was using the OSCA list size instead of the prosecutor list size.

A change was added to ignore dashes and spaces in the name validation for the prosecutor load and the prosecutor action date was coded to be a required field. Spreadsheets were created from input files and a fix was made to allow loading of dispositions to put the information in the amended side and keep what the P.A. originally filed.

A change was made to require entry of accident and fatal accident indicators,

A fix was made to the null pointer exception on the DWIM screen that caused us to back-out the PROD deployment.

The prosecutor interface was rerun for the REJIS job and prosecutor interface scripts were setup on the PROD server but not put into the job schedule. A check was made to ensure records that failed to load in the REJIS interface were reloaded. The LEA potential dup report job was rerun a couple of times but it kept failing with a low memory message related to the buffer pools.

Once deployed, several changes to the OSCA prosecutor file integration were made. A fix to the prosecutor file process was made to address errors resulting from records missing UC. Once deployed the prosecutor job was rerun and results were verified. A change was then made to the prosecutor interface to ignore all records that do not have a status date because OSCA is sending a lot of records like this. Research of the ticket audit system was conducted to determine what impacts there will be if a range of numbers is set aside outside of the ticket audit system for electronic UC generation.

In order to do an adequate test, the test database was restored using the prod backup a couple of times.

The pending prosecutor data report was modified to allow the user to enter a date range rather than just one cutoff date. Standard charge code validations were added to the prosecutor charge codes which fixed an issue of a prosecutor using a retired charge. The prosecutor delete transaction for Traffic Manager was added as a link to the home screen and functionality was added for an LEA user to be able to correct a generated UC number by doing an MDUC transaction with a valid UC number within the ranges assigned to their ORI that is not already in the system. A bug was fixed that caused five prosecutor association records to be orphaned. Logic was added to convert entry to upper case on prosecutor modify input screen since Shelly said that a UC number with a lowercase a would not pull up a record but a UC number with an upper

case A will. A bug with the deleteUcTransMaster method was fixed to where it was not removing prosecutor association records and getting a system exception if the ticket was old enough to have been purged.

A fix was made to the ticket audit synch job that caused it not to run when the system does not have enough memory available in the WebSphere environment to run this job anymore. An SQL statement was written that uses the database to look for out of synch records. Logic was added to handle non-numeric data entry errors on the prosecutor interface record search screen instead of allowing the default system exception screen to handle the error.

Logic to ignore hyphens in names in the OSCA interface similar to the way they're handled in the prosecutor interface. A validation was added to prevent records from loading that have different arrest charge codes on file than what are coming in from the court. A weekly job was coded to scan the database for UC's with 107 or 109 prosecutor actions and disposition = G and to create a report.

ORI code was added to the ORI names displayed in the drop-down list for the selection criteria on the LEA reports screen. The prosecutor comment field and corresponding application code was expanded to allow 200 characters.

FUNDING:

\$57,125.00

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

BAT Van

PROJECT NUMBER:

10-K8-03-105

PROGRAM AREA:

03

JURISDICTION SIZE:

26,206

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Hazelwood Police Dept.

AGENCY CONTACT:

Chief Carl Wolf

PROJECT DESCRIPTION:

The Hazelwood Police Department will purchase one 1996 Ford motorhome, V/N 3FCMF53G9TJA02497, and convert it into a mobile breath alcohol testing (BAT) vehicle. The BAT vehicle will be based at the Hazelwood Police Department, and be used by Hazelwood as well as several other North St. Louis County police departments for use at sobriety checkpoints and DWI saturation patrols. The BAT vehicle will enhance DWI operations by being able to keep officers on the street longer by serving as a portable breath testing site and also provide a highly visible backdrop during DWI operations.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2006-2008 period, 489,219 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.6% involved someone being seriously injured. During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured.

GOALS AND OBJECTIVES:**Goal:**

2% decrease in alcohol and other drug related fatalities and disabling injuries in comparison to the previous 3-year total (2006-2008 = 4,713)

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Other (any other information or material that supports the Objectives)
5. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The vehicle was purchased in April of 2010, and the conversion into a fully operational BAT van was completed in October of 2010. The vehicle's first use was for an Impaired Driving display at Ameren UE's safety fair in October, and the first checkpoint at which the vehicle was used was November 10, 2010 with Overland Police Department. A media event was held on December 6, 2010, to officially showcase the vehicle as part of the 2010 Holiday Impaired Driving Campaign kick off event.

FUNDING:

\$50,000.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Sobriety Checkpoint Supervisor Training

PROJECT NUMBER:

10-154-AL-44

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will conduct Sobriety Checkpoint Supervisor training courses as part of the state's overall DWI program. The training will be offered to any law enforcement agency currently under contract with MoDOT's Highway Safety Division, or any agency that wishes to conduct sobriety checkpoints in their jurisdiction. The program, developed by the Missouri Safety Center for the Highway Safety Division, has been the cornerstone of this specialized enforcement program since 1983. The curriculum includes: classroom training in legal issues, operation of a checkpoint, field-testing, officer safety, and media relations, and includes observation of an actual checkpoint conducted with the cooperation of a host agency. This course gives attending officers the opportunity to see first hand an actual sobriety checkpoint in operation. This training covers not only regular checkpoints and large checkpoint operations but also low manpower checkpoints. Each attending officer is exposed to the three phases of the actual checkpoint including, checkpoint set up, line operations and field/alcohol testing. The budget for this program proposal includes the training, food, lodging and the associated materials.

In addition to Low Manpower Sobriety Checkpoint Supervisor training, the Missouri Safety Center will use a checkpoint mentor to work with local agencies requesting assistance to provide the following support:

- pre-checkpoint site visit to help the Checkpoint Supervisor determine set-up, logistics and planning; and
- attendance at the checkpoint for pre-checkpoint review, checkpoint assistance and post-checkpoint evaluation and recommendation.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In 2005-2007, of the 508,470 traffic crashes, 2,988 were fatal and 18,586 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 3,345 people and 24,519 serious injuries.

During the same time period, there were 25,451 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 834 people were killed and another 4,090 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 834 people killed in alcohol and other drug-related traffic crashes, 515 were the intoxicated driver/pedestrian and 319 were some other involved party. Of the 4,090 seriously injured, 2,440 were the intoxicated drivers/pedestrians while 1,650 were other persons in the incidents.

Sobriety checkpoints have long been known to be an effective impaired driving enforcement method. In a review of the literature across the nation, it was concluded that the accumulation of positive findings for visible and well-publicized checkpoints provide support for the proposition that sobriety checkpoints are capable of reducing the extent of alcohol-impaired driving and of deaths and injuries on the highway (Ross, 1992). However, checkpoints should be conducted following the most current case law, which establishes the precedent of sobriety checkpoint operations in the state.

GOALS AND OBJECTIVES:

Goal:

To train sobriety checkpoint supervisors in law enforcement agencies that will be conducting sobriety checkpoints to ensure that they are designed and operated in accordance with established case law.

Objectives:

1. Conduct two High Manpower Sobriety Checkpoint Supervisor Training courses to provide training for up to 50 new supervisors statewide.
2. Conduct one Low Manpower Sobriety Checkpoint Supervisor Training course to provide training for up to 30 new supervisors statewide.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Two Sobriety Checkpoint Supervisor courses were conducted with a total of 56 sobriety checkpoint supervisors trained in the courses. The courses were held in Festus and Kansas City. In addition, one Low Manpower Checkpoint Supervisor course was held in Columbia training 27 officers.

FUNDING:

154 AL / 20.607: 51,150.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

DRE

PROJECT NUMBER:

10-154-AL-114

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mr. Randy Silvey

PROJECT DESCRIPTION:**DRE Recertification:**

At least one recertification workshop will be conducted that will offer a minimum of eight hours of instruction in the impaired driving area.

DRE Certification Classes:

A minimum of two certification classes will be conducted that will train a minimum of thirty officers as drug recognition experts.

Equipment and Supplies:

Equipment and supplies will be purchased as needed for training. This will include but is not limited to pupilometers, drug reference books, equipment bags, stethoscopes, blood pressure cuffs, student and instructor manuals, matrix / 12 Step cards, pen lights, and any other equipment or supplies necessary.

Other Training

Provide funding for attendance of the national DRE conference as needed. Funding may be used for lodging, registration, travel, and/or meals.

Program Coordination

Continue meetings with course administrators and selected instructors for the purpose of reviewing training materials to verify compliance with NHTSA requirements. Training methods and standards will be reviewed and updated as needed. The meetings will also be utilized to plan recertification workshops and certification classes.

PROBLEM IDENTIFICATION:

The Missouri Department of Transportation, Highway Safety Division is committed to detecting, apprehending, and properly adjudicating alcohol and drug-impaired drivers from our state's roadways. In fiscal year 2009, the Missouri Drug Evaluation and Classification program provided police officers the training and equipment necessary to recognize drug impaired drivers and remove them from our roadways. Continuous training must occur in order to maintain a sufficient number of Drug Recognition Experts in Missouri.

GOALS AND OBJECTIVES:

To provide training and/or funding to certify or recertify officers as drug recognition experts.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Funds provided through this project were used to support the Drug Recognition Expert (DRE) program in Missouri in terms of instructor costs, additional training, and specialized equipment as needed. During this project year 70 sets of pupilometers and matrix cards were purchased for distribution throughout Missouri. Instructors were reimbursed for expenses incurred as they travelled to provide training to new DRE officers. Funds were used to provide meals for regional coordinators as they attended DRE Advisory Board meetings. Two course managers were provided funding to offset costs in order to attend the National Impaired Driving Conference in Pittsburgh, PA.

FUNDING:

\$21,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Alcohol Projects

PROJECT NUMBER:

10-154-AL-70

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Southern State University

AGENCY CONTACT:

Dr. Tia Strait

PROJECT DESCRIPTION:

In an effort to provide alcohol-related training to as many law enforcement officers as possible at no cost to the agencies or officer, Missouri Southern State University Law Enforcement Academy will provide training throughout the state of Missouri at or near the following locations: Springfield, West Plains, Rolla, Harrisonville, Nevada, Osage Beach, Cape Girardeau, Kennett, Potosi, Joplin and Sullivan/Union area. Funding for this project will allow law enforcement agencies to send their entire department to this training during this contract year. Historically, most departments could only afford to send several officers a year to this training.

The geographic locations and frequency in which the training will be offered will accommodate the smaller agencies, who over a one year period of time will be able to send all of their officers to all of this training. Most agencies will be able to attend the training because the locations of the training are in such proximity that travel and overtime expenses will be minimized. The frequency in which the training will be offered will give the departments the flexibility they need to send several officers per training program.

Eligible students will consist of officers from Missouri governmental agencies who are involved in the traffic support function or will follow such training. All eligible students must meet the requirements under Missouri statutes for P.O.S.T. This verification of eligibility will be made through class and reimbursement rosters that identify the trainee's name, rank, social security number, jurisdiction, DPS date of certification, and status. Missouri Southern State University Law Enforcement Academy will be responsible for verifying eligibility of all students for instruction under this agreement. Students and/or their departments will be responsible for covering costs for travel, room, and board.

PROBLEM IDENTIFICATION:

The responsibility of ensuring highway safety in the State of Missouri rests primarily on the shoulders of state, county and municipal law enforcement officers. As such, it is imperative that officers are well trained in the areas of awareness, recognition, execution, and enforcement of alcohol-related statutes and regulations.

Aside from manpower shortages, lack of adequate training is the greatest impediment to diligent enforcement of alcohol-related offenses. Most state, county, and municipal law enforcement agencies do not have the financial resources to send their officers long distances to receive specialized alcohol-related training.

The primary objectives of alcohol enforcement training are to raise awareness of alcohol offenses, improve recognition of alcohol-related offenses, assure proper execution of sobriety checkpoints and encourage enforcement of alcohol-related offenses. Based on informal and non-scientific surveys, every law enforcement official queried emphatically believed that the training had a tremendously positive impact in reducing alcohol-related accidents, increasing alcohol-related convictions, and raising the level of awareness of alcohol-related offenses.

GOALS AND OBJECTIVES:

GOAL:

1. The goal of this project is to provide law enforcement officers in defined regions of the state the opportunity to receive comprehensive alcohol-related training.
2. Increase the awareness of alcohol-related issues among law enforcement officers and improve their skills such as report writing, courtroom testimony, etc.
3. Increase conviction rates of alcohol-related offenses in jurisdictions where law enforcement officers have received the training by improving their skills.

OBJECTIVES:

Missouri Southern State University will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, provide P.O.S.T. CEU's, and provide the following training programs:

- Type III BAC Course - This 25-hour Department of Health approved course will train officers on the rules and regulations relating to breathalyzer instruments. Officers will also conduct "hands-on" exercises. It is anticipated that between 10 and 15 officers will attend each course offered.
- Standardized Field Sobriety Testing - This is a "hands-on" course designed to train officers with the necessary skills to correctly perform standardized field sobriety testing. It is anticipated that between 10 and 15 officers will attend each 24-hour course.
- DWI Detection/Checkpoints - This course is designed to assist officers in detecting DWI drivers and "how-to" conduct DWI checkpoints. Officers will participate in an actual DWI Checkpoint operation. It is anticipated that between 10 and 15 officers will attend each of the 8-hour courses.
- Small Department DWI Enforcement Strategy Training - This course is designed for law enforcement agencies to assist in development of strategies for a year-round DWI Enforcement program. This course provides officers with the knowledge and skills to develop a community plan utilizing available resources to reduce the number of DWI related fatalities. The program is 8 hours.
- DWI Crash Investigation - This 8-hour course is designed to teach effective methods of conducting a DWI crash investigation. Topics of discussion will include: processing of the crash scene, investigation techniques, vehicle dynamics and a review of field sobriety techniques. In addition, there will be discussion of the aspects of making a felony DWI case involving a DWI crash, implied consent and the Alcohol Influence Report.
- Effective Report Writing/Courtroom Testimony for DWI Cases - This 8-hour course is designed to teach effective report writing and methods of testifying in DWI cases. Topics of discussion will be key components of the police report, effective writing techniques and courtroom demeanor. How to articulate the components in a police report and in a courtroom setting as related to the DWI case will also be discussed. This course will also analyze the most current issues being brought up in DWI trials and administrative/revocation hearings.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

From October 1, 2009 through September 30, 2010 Missouri Southern State University Criminal Justice Programs presented 23 DWI Related training programs to 271 law enforcement officers in the following locations; Potosi, Platte Woods, Branson, Sedalia, Miller, Mt. Vernon, Urbana, Joplin, Springfield, Buffalo, West Plains, Cuba, and Lebanon. In last year's tough economy, budget reductions in both hiring and training officers has affected some training programs this year.

Three Standard Field Sobriety Training programs were conducted in Mt. Vernon, Joplin and Lebanon with a total of 31 officers attending. It is a requirement for officers to receive this training and receive updated training to enforce DWI laws in the State. The fact that the program is a 24 hour program, generally conducted in three eight hour sessions, makes it very important for departments not to have to send their officer away to receive this training. It is a major benefit to bring this program to the on-site locations where it is greatly needed. Two factors still affect the SFST Training programs causing a reduction in the number of programs conducted and the number of officers trained. First, the Missouri State Highway Patrol Law Enforcement Academy offered several SFST Instructor Programs at several locations where Missouri Southern had previously conducted training. Second, these officers trained as instructors are conducting their own training.

Four BAC Type III Permit courses were conducted in Platte Woods, Joplin, Mt. Vernon and Cuba with a total of 45 officers attending. Similar to SFST training this course is a very hands-on, practical class. Because it is 24 hours in length it is very important that departments have an opportunity to have this program brought to their location to receive the training and not have to travel and spend three days away from their jurisdictions.

Five Sobriety Checkpoint training programs were presented in Poplar Bluff, Branson, Joplin, Springfield, and Buffalo with 48 officers attending. This important program is presented in the evening hours, four hours in the classroom and then four hours in the field with the officers in attendance observing an actual sobriety checkpoint being conducted by experienced, trained officers. Students in this program commented it is very important for them to actually observe the planning and deployment of an actual sobriety checkpoint. They commented this experience allows them to go back to their communities and implement this important alcohol reduction strategy safely and effectively.

Five Small Department DWI Enforcement Strategy programs were conducted in Miller, Potosi, Urbana, Sedalia, and Springfield with 79 officers attending. The purpose of this program was to expose officers to proactive strategies to combat the DWI problem. The officers in attendance were given the opportunity to design proactive strategies that they felt would be effective in their communities.

One DWI Crash Investigation program was conducted in Urbana with 5 Officers attending. This program is designed for any officer who is involved in responding to or the investigation of traffic crashes. Topics of discussion cover processing of crash scenes, investigative techniques, vehicle dynamics and a review of field sobriety techniques. In addition, there will be discussion of the aspects of making a felony DWI case involving a DWI crash, implied consent and the Alcohol Influence Report.

Five Report Writing/Courtroom Testimony DWI programs were conducted in Nixa, Urbana, Sedalia, West Plains, and Springfield with 63 officers attending. This program is designed to offer effective methods to be utilized while writing reports and testifying in DWI cases. Topics of discussion cover key components of the police report, effective courtroom demeanor, as well as discussion of how to articulate the components of the DWI case in a police report and courtroom setting. This course also analyzes the most current issues being brought up in DWI trials and administrative/revocation hearings along with a discussion of documentation on Missouri's Alcohol Influence Report.

FUNDING:

\$84,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

DOR and Law Enforcement Training

PROJECT NUMBER:

10-154-AL-88

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO Dept. of Revenue

AGENCY CONTACT:

Mr. Charles Gooch

PROJECT DESCRIPTION:

The Department of Revenue, General Counsel's Office, will organize and present law enforcement training seminars across the state. These seminars are scheduled for a four-hour session at every Missouri State Highway Patrol troop headquarters in the State of Missouri. Topics traditionally include instruction on how to prepare and testify for trial; applicable DWI case law updates; standardized field sobriety testing procedures; applicable motor vehicle and driver license legislative updates on new laws; and specific topics year-to-year on emerging issues in DWI defense and prosecution, as dictated by efforts of defense attorneys statewide. Applicable, updated materials will be provided to seminar attendees, and the courses will be offered at no cost to law enforcement, prosecutors, and members of the judiciary who attend. Training will be conducted by experienced practitioners in the field, including certified law enforcement, licensed members of the Missouri Bar, and technicians in their particular field of expertise.

This training will be scheduled during the months of August and September, and will be scheduled for two four-hour sessions in St. Louis, Kansas City, and Springfield, and one four-hour session each in the cities of Poplar Bluff, Willow Springs, St. Joseph, Macon, Rolla and Jefferson City. Courses will be completed by September 30, 2010.

Costs will include printing, postage and other associated costs for the Traffic Notes newsletters, Law Enforcement Seminars and Prosecutor Manuals.

Department attorneys and hearing officers have long been actively involved in educational programs targeted for improving knowledge in the areas of DWI law, prosecution skills, and topics related to the science of blood alcohol testing. This education and involvement includes other areas related to the effective and knowledgeable prosecution of alcohol offenses, including commercial driver license, license issuance, accident investigation, forensics, and other driver license issues. DOR transportation attorneys will attend the Symposium on Alcohol and Drug Impaired Driving Enforcement and a DOR sponsored Attorney Training Conference. These training opportunities, combined with other courses from time-to-time sponsored by the Missouri Bar, provide DOR attorneys with the skills they need to be effective in hearing and prosecuting alcohol and drug related license cases throughout the State of Missouri.

Acquisition of reference materials will assist the DOR General Counsel's Office in better communication with law enforcement, attorneys, judges, court clerks and related community. It is imperative that the attorneys in the department keep abreast of developments in the area of DWI and driver license law so as to more effectively hear and prosecute these cases.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2004-2006 period, 524,690 traffic crashes occurred in the State. Of those, 3,094 resulted in a fatality and 19,369 involved someone being seriously injured. During the same time period, there were 25,889 traffic crashes where one or more drivers and/or pedestrians were under the influence and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In 2004-2006, 839 people were killed and 4,132 people were seriously injured in alcohol/drug related traffic crashes.

Alcohol, drug impaired and intoxicated drivers are avoiding criminal and civil sanction by virtue of inadequately and/or inconsistently trained law enforcement officers, statewide. There is disparity of treatment between those intoxicated drivers who submit to chemical testing and those who refuse such testing. The experience of Department of Revenue attorneys in hearing and prosecuting alcohol-related license actions over the past twenty years has shown that, statistically, more than 50 percent of those who refuse to submit to testing never have a license suspension imposed, and less than 10 percent for those who submit to testing and test .08% BAC (.02% for minors) or above. There are inconsistent and inadequate procedures establishing cases for intoxicated drivers involved in motor vehicle crashes, particularly where injury and/or blood testing is involved. There is a lack of reliable, common information sources for law enforcement, prosecutors, and judges regarding changes in applicable case law, statutes and regulations dealing with intoxicated driver issues. There is also a lack of funding for officer training by small police departments and law enforcement agencies.

Department of Revenue attorneys and administrative alcohol hearing officers require specific training and education regarding alcohol and drug impaired and intoxicated driver issues. There is a lack of Department funding available for specialized training on DWI prosecution techniques and strategies for department attorneys. These attorneys alternate between presiding at administrative alcohol hearings (Section 302.500 et seq.); prosecuting alcohol and drug related license suspension and revocation cases statewide (Section 302.311; 577.041 "refusal" appeals; Five and Ten Year multiple DWI license denial appeals, etc.); and representing the Department on appeals to Missouri Courts of Appeal and Supreme Court. The need for this specialized training is ongoing, given the dynamic nature of developments in DWI and related motor vehicle case law, as well as statutory and regulatory provisions. Further, as Administrative Alcohol hearings and trials de novo cases are dependant upon the admission of a breath or blood test result, Department attorneys who hear and prosecute these cases require special knowledge in the area of breath and blood testing and related toxicology and pharmacology.

The Department also lacks funding for equipment and supplies to more effectively and efficiently hear, record, decide, and timely process administrative alcohol license actions (Section 302.500 et seq.) by administrative alcohol hearing officers. The need exists for up-to-date reference materials to more effectively communicate with attorneys, prosecutors and judges in regard to alcohol-related license actions. This need and lack of funding source is an ongoing problem.

GOALS AND OBJECTIVES:

The goals of this project are:

- 1) To heighten awareness and educate law enforcement, prosecutors and judges in regard to developing trends in driving while intoxicated law and prosecution issues to help improve the number of offenders who suffer a license consequence or criminal sanction. Measured success may be found by an expected increase in the percentage of those arrested for alcohol or drug related offenses having a license suspension or revocation action imposed, criminal conviction, or both.
- 2) To provide continuing education opportunities to DOR attorneys and hearing officers in the area of DWI.

OBJECTIVES:

1. Provide law enforcement training seminars across the state;
2. Produce and disseminate quarterly newsletter;
3. Send three attorneys to the Symposium on Alcohol and Drug Impaired Driving Enforcement;
4. All DOR attorneys will attend a DOR Attorney Training Conference held in Jefferson City;
5. Send two DOR attorneys to AAMVA Law Institute or equivalent national program; and
6. Purchase reference materials and publications for use by the DOR attorneys and hearing officers.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

Review and evaluate Department statistical data to determine whether the error or reject rate for alcohol influence reports (AIRs) by the Department's Drivers License Bureau, Administrative Alcohol Section declines;

Review and evaluate administrative hearing, trial de novo and chemical refusal outcomes to determine whether there is a reduction in the number of errors made by law enforcement officers in filling out the AIR, which have affected the ability of the Department to impose an alcohol-related license suspension or revocation action on a driver record;

Evaluate session evaluations by topic for all fourteen DOR Law Enforcement seminars held to determine if the needs of the target audience are being served;

Measured success may also be found by an expected increase in the percentage of those arrested for alcohol or drug related offenses who will have a license suspension or revocation, a criminal conviction, or both.

RESULTS:

Department of Revenue Law Enforcement Seminars—These seminars consisted of a four-hour presentation covering Missouri DWI case law (James A. Chenault, Senior Counsel, presenter); Evidentiary Breath Testing Issues (Robert Welsh and Tracy Durbin of the Missouri Safety Center, and Brian Lutmer, DOHSS Breath Alcohol Program, alternating presenters), and Legislative Update (focusing on H.B. 1695 provisions creating new DWI Courts), and Testifying in Court for Officers (Charles L. Gooch, Managing Counsel, presenter). Fourteen training courses were conducted at ten Missouri State Highway Patrol headquarters and two other locations statewide, during the months of July, August and September 2010, including a special session for Missouri Capitol Police at Jefferson City. With the increased attendance of municipal judges this year, a combined total of over 900 law enforcement officers, judges and court personnel attended the sessions. Over 1000 Prosecutor's Manuals, supplements, legislative updates, breath testing defense articles and Case Update materials were printed and distributed to attendees and others in the law enforcement field and judiciary.

Over 900 law enforcement officers, judges and court personnel were trained on updated DWI case law, statutory amendments, DWI and Administrative Alcohol processes for arrest, evidentiary testing, appeal, and reporting. The program was certified by the Missouri State Highway Patrol for 4.0 total hours of P.O.S.T. Continuing Education credit (technical and legal) for law enforcement, and by the Missouri Bar Association for 4.0 hours of required annual Continuing Legal Education (CLE) credit for attorneys and judges.

DOR "Traffic Notes" Newsletter—A June 2010 edition was produced. This issue covered the upcoming 2010 DOR Seminars, Legislative Update, Case Law Update, and information on how to access further information regarding DWI laws and appeal processes. The newsletter was published in a six-page format with photographs and distributed in all 114 Missouri counties to over 1,600 judges, prosecuting attorneys, law enforcement and court personnel.

Over 1,600 judges, prosecutors, law enforcement and court personnel were provided with updated information on new DWI laws and court cases, and information on how to access further assistance and training.

DOR Presentations at Conferences—Nominal expenses were incurred for presentations by members of the Department of Revenue, General Counsel's Office at the 2010 Missouri Police Chief's Association annual conference, May 12, 2010, Osage Beach, Missouri (Charles Gooch, Managing Counsel); and the June, 2010 Missouri Office of Prosecution Services (MOPS) training session (Jim Chenault, Senior Counsel).

Over 300 attorneys, judges, prosecutors, court personnel and law enforcement officers were trained on various driver's license actions, with a focus on emerging issues regarding DWI and administrative alcohol law, driver license suspension and commercial driver license (CDL) issues.

Attorney and Hearing Officer Training—Seminars Attended/Conducted

2010 Missouri Bar CLE Seminar on Evidence - November 4, 2009: Several Department attorneys attended this one-day seminar presented by a national expert and author on evidentiary foundations for civil and criminal cases. This program was certified for CLE credit for Missouri attorneys.

2010 Missouri Office of Prosecution Services DWI/Traffic Safety Conference - June 2 -4, 2010: Two Department attorneys and hearing officers attended this three-day conference at Osage Beach, Missouri. The course provided extensive attorney training to promote more effective prosecution of traffic offenses, including alcohol-related offenses and license actions. The program was certified for CLE credit by the Missouri Bar for Missouri attorneys.

2010 Missouri Department of Revenue Impaired Driving Seminar - June 10 -11, 2010: This was our third-annual two-day training seminar conducted at Jefferson City, Missouri for Department attorneys and hearing officers, and was attended by all Transportation Section attorneys from the Jefferson City, Kansas City, Clayton and Cape Girardeau offices. Individual training sessions included Ethics in Civil Practice (The Honorable Jon Beetem, Cole County Circuit Judge); Legislative Update and Impaired Driving Laws (Charles Gooch, Managing Counsel); Case Law Update and Trial Practice (James Chenault, Senior Counsel); Alcohol-Related License Denial Actions/Out-of-State Convictions (Kelly McClanahan, Drivers License Bureau); State and Federal Criminal Background Checks (Kerry Creach, Missouri State Highway Patrol); Standardized Field Sobriety Testing (Cpl. Joe Armistead, Missouri State Highway Patrol); Ignition Interlock Devices (Jackie Rogers, MoDOT, Highway Safety Division and Don DeBoard, Missouri Safety Center); and Breath Alcohol Testing Instruments (Robert Welsh, Missouri Safety Center). This course was approved by the Missouri Bar for 10.0 hours of Continuing Legal Education (MoCLE) credit for Missouri attorneys.

Northwest Alcohol Conference, Park City, Utah, June 29 -30, 2010: This two-day seminar was attended by two Department Transportation Section attorneys and hearing officers. Topics included instruction on DWI Blood Search Warrant Evidence; Standardized Field Sobriety Testing (SFST), SFST Validation Studies; Alcohol Offenses from a Prosecutor's Perspective and Anti-Underage Drinking Strategies. This course was approved by the Missouri Bar for Continuing Legal Education (MoCLE) credit for Missouri attorneys.

Department attorneys and hearing officers received intensive, specialized training in particular areas of traffic law, with an emphasis on issues dealing with intoxication-related driving offenses and underage alcohol abuse.

Intoximeters, Inc., Users Group Meeting/Training, St. Louis, Missouri - September 12 -15, 2010: This three-day factory training course was attended by four Department attorneys covering the Alco-Sensor IV evidentiary breath testing device (approved for use in Missouri); Prosecutor's Update on DWI laws; Standardized Field Sobriety Testing (SFST); Breath-Testing Device Source Code Challenges; and Technical Training for Alco-Sensor use and repair.

Department attorneys and hearing officers were able to participate in factory training on an approved evidentiary breath-testing device (also used as a Preliminary Breath Test (PBT) instrument), which utilizes a dry cell technology.

Ignition Interlock Institute, Little Rock, AK - June 14 - 15, 2010: This was a two-day program sponsored by Region 7 of the National Highway and Traffic Safety Administration (NHTSA), consisting of a series of group meetings and breakout work sessions designed to develop strategies for effective IID programs. The program brought together national stakeholders from various federal and state agencies, as well as representatives from the judiciary and industry. This conference was particularly timely due to the new Missouri DWI legislation (H.B. 1695), effective August 28, 2010, providing authority for the creation of DWI courts in the state of Missouri. The IID installation requirement is considered a key component (and one of the few available) for monitoring these offenders over the course of the term of their privilege. This program presented a unique opportunity for a Department attorney to participate in several presentations regarding Ignition Interlock devices (IID), and to interact with and learn from other stakeholders who deal with IIDs nationally.

2010 Missouri State Highway Patrol "in service" training sessions: These training sessions were presented by James Chenault, Senior Counsel, at the Missouri State Highway Patrol General Headquarters, in Jefferson City, Missouri. The training is mandatory for Highway Patrol troopers throughout the state, with a focus on DWI defense tactics; case law updates on DWI issues; best practices for Alcohol Influence Report drafting and DWI arrest/evidentiary tests for blood alcohol concentration/blood draws. Training materials provided to attendees included cases law updates, Alcohol Influence Report preparation instruction, and recommended DWI arrest and chemical testing procedures.

All 2010 graduates of the Missouri State Highway Patrol Academy received specific training on DWI case law precedent, procedures and policy from the perspective of a highly experienced legal representative of the Department of Revenue's Administrative Alcohol program.

Equipment/Supplies—Administrative Alcohol Hearings/Trials de novo: Purchased three (3) 2010 Missouri Legal Directories (CD-R), for use by Transportation Section attorneys and staff to reference current contact information for Missouri attorneys, judges and court personnel.

The directories are being utilized to provide up-to-date contact information for attorneys, judges and courts statewide, in an effort to keep our mailing list for our Traffic Notes newsletter and training materials current, and to confirm the identification of new judges and court clerks.

FUNDING:

\$26,270.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Impaired Driving Program

PROJECT NUMBER:

10-AL-03-2

PROGRAM AREA:

03

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mrs. Jackie Rogers

PROJECT DESCRIPTION:

Informational materials and educational programs will be used to reach the public regarding impaired driving in order to reduce deaths and injuries resulting from alcohol/drug related traffic crashes

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2005-2007 period, 508,470 traffic crashes occurred in the State. Of those, 0.6 percent resulted in a fatality and 3.7 percent involved someone being seriously injured. During the same time period, there were 25,451 traffic crashes where one or more drivers and/or pedestrians were under the influence and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In 2005-2007, 834 people were killed and 4,090 were seriously injured in alcohol/drug related traffic crashes.

It is also important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than the above statistics indicate

GOALS AND OBJECTIVES:

The objective of this in-house memo project is to increase awareness of the impact of drinking and driving among Missouri drivers.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This project covered travel expenses for the Impaired Driving Coordinator to travel to conferences and training including the National Association of Drug Court Professionals Conference, Sobriety Checkpoint Supervisor Training, etc. In addition, this project covers printing expenses for the Impaired Driving Strategic Plan, Sobriety Checkpoint handouts, etc.

This year a one-day program was held with law enforcement agencies regarding law enforcement phlebotomy training. Expenses for the training were covered under this grant.

FUNDING:

402 / 20.600: 40,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

DRE Training

PROJECT NUMBER:

10-154-AL-118

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Eastern Missouri Law Enforcement Training Academy

AGENCY CONTACT:

Ms. Sandy Pichler

PROJECT DESCRIPTION:

DRE Certification Training

Equipment and supplies will be purchased as needed for training. This will include but is not limited to pupilometers, drug reference books, equipment bags, stethoscopes, blood pressure cuffs, student and instructor manuals, matrix / 12 Step cards, pen lights, and any other equipment, meals, or supplies necessary.

Other Training

Provide funding for attendance of the national DRE conference as needed. Funding may be used for lodging, registration, travel, and/or meals.

PROBLEM IDENTIFICATION:

The Missouri Drug Evaluation and Classification program provides police officers the training and equipment necessary to recognize drug impaired drivers and remove them from our roadways. Continuous training must occur in order to maintain a sufficient number of Drug Recognition Experts in Missouri.

GOALS AND OBJECTIVES:

Train law enforcement officers to become drug recognition experts.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Eastern Missouri Training Academy did not require any additional supplies or equipment this project year due to remaining stock from the previous year. Two DRE Instructors that are also course managers attended the Borkenstein DWI/Drug impairment training in Indiana. This is advanced training in the detection and evaluation of impaired drivers. Information gained in this training will be provided to other DRE officers in Missouri.

FUNDING:

\$10,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

DRE, BAC, SFST & DRE Conf

PROJECT NUMBER:

10-154-AL-76

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Ms. Leigh Ann Falter

PROJECT DESCRIPTION:

The Missouri State Highway Patrol Academy will offer the following training programs and/or attend national training programs:

D.R.E. Recertification Training
D.R.E. Instructor Training
D.R.E. National Annual Conference
D.R.E. School
BAC Type II
BAC Type III
SFST Instructor

For all training programs offered by the Academy, the Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including Basic Crash Investigation, Advanced Crash Investigation, Crash Reconstruction, Crash Reconstruction Retraining, Motorcycle/Pedestrian Crash Investigation, Commercial Vehicle Crash Investigation, Energy Methods & Damage Analysis in Crash Reconstruction, Radar Operator, Radar Instructor, DWI Detection, Blood Alcohol Content (BAC) Type II and Type III, Standardized Field Sobriety Testing (SFST), SFST Instructor, Emergency Vehicle Operations Course (EVOC), and EVOC Instructor. Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train its instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

When budgets are cut, it is often training that gets cut first. Many law enforcement departments, large and small, are better able to train their people in specialized areas (those areas where only a select few within the department receive formal training) when the cost is not prohibitive. By receiving assistance in tuition support from the Highway Safety Division, the Academy is able to offer specialized courses at a reduced rate without losing the quality that the Academy demands and the MoDOT Highway Safety Division expects.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access to state-of-the-art, credible training in specialized courses. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training (e.g., passage of new laws, procedural changes, etc).

GOALS AND OBJECTIVES:**GOAL:**

The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state in the area of impaired driving.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri State Highway Patrol Training Academy conducted seven different alcohol-related schools and sent two officers to the annual DRE National Conference with the assistance of this grant. A total of 202 students attended the training provided through this grant and POST continuing education hours were awarded in all the courses provided.

The following training programs were provided:

ARIDE - 46 students
BAC Type II - 20 students
BAC Type III/SFST - 89 students
DRE Recertification Training - 20 students
DRE Training - 15 students
SFST Instructor - 10 students

In addition, a kiosk was developed for the Highway Patrol Museum that shows a video about the consequences of impaired driving. This will be used as an educational tool for those who visit the museum each year.

FUNDING:

\$65,950.00

HS CONTACT:

Jackie Rogers
P.O. Box 270
2211 St. Mary's Blvd.
Jefferson City, MO 65102
1-800-800-BELT

PROJECT TITLE:

Traffic Safety Resource Prosecutor

PROJECT NUMBER:

10-154-AL-82

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO Office of Prosecution Services

AGENCY CONTACT:

Ms. Melodie Kelly

PROJECT DESCRIPTION:

This proposal is for an ongoing project to provide continuing legal education programs, consultation and assistance in complex prosecutions, technical assistance, and other resources to Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute violations of Missouri's traffic safety laws. The Missouri Office of Prosecution Services received contracts from the Division of Highway Safety to fund the Traffic Safety Resource Prosecutor project in fiscal years 2005, 2006, 2007, 2008, and 2009. The MOPS office will continue this project for the upcoming fiscal year.

A) **PERSONNEL:** MOPS will provide an experienced attorney to act as the Traffic Safety Resource Prosecutor and to provide training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors and law enforcement officers. In addition, this attorney will serve as a liaison with relevant committees, task forces and victim advocacy groups.

The salary has been determined commensurate with experience and in line with the salaries of other resource prosecutors in the office. The request for fiscal year 2010 will be \$70,000 through June 30, 2010, plus any increases approved by state legislative action for fiscal year 2011, effective July 1, 2010, which will be estimated at a 5% increase. Fringe benefits are estimated according to the Office of Administration guidelines but are subject to change during the fiscal year.

This attorney will provide technical assistance and serve as a consultant to Missouri prosecutors and law enforcement officers through telephone assistance, email, and personal visits to prosecutor offices as necessary. For this reason, the supporting budget will include amounts for general operations including, but not limited to, phone charges, office and training supplies, equipment, postage, and professional dues.

This attorney will remain current on traffic safety issues and problems in Missouri and nationally by visiting prosecutor offices, attending task force and committee meetings, attending local and national traffic safety conferences, and attending meetings with local and national traffic safety partners. For this reason, the supporting budget will include amounts for travel including, but not limited to, attendance at conferences within Missouri, visits to local prosecuting attorney's offices, attendance at task force and committee meetings, assistance in training at Missouri DRE schools, assistance with other prosecutor or law enforcement training, participating in the MAPA statewide and Elected Prosecutor training, attending national traffic safety conferences, attending meetings of the National Association of Prosecutor Coordinators, and attending meetings of Traffic Safety Resource Prosecutors from around the nation.

B) **TRAINING PROGRAMS AND EQUIPMENT:** MOPS will provide continuing professional education programs for Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute traffic safety violations. This will include both basic training for new prosecutors and advanced training to improve the ability to investigate and prosecute more complex cases. The potential training audience will be county prosecuting attorneys and staff, full time municipal prosecutors, law enforcement officers, circuit, associate circuit and municipal judges, and other related traffic safety personnel. The training offered will include, but not be limited, to:

- 1) a general traffic safety conference available to all Missouri prosecutors and law enforcement officers as well as other traffic safety organizations and professionals;
- 2) a trial advocacy program focusing on complex traffic safety prosecutions which will consist of lectures on effective prosecution techniques, particularly focusing on impaired driving issues;
- 3) a "Protecting Lives, Saving Futures" course for newer prosecutors and law enforcement officers covering basic issues of DWI enforcement and prosecution, and focusing on building relationships and improving communication between prosecutors and officers;
- 4) half or full-day in-service workshops, scheduled as needed or upon request, for prosecutors and law enforcement officers; and
- 5) additional workshops or conferences focusing on new or emerging issues, scheduled as necessary.

Registration fees may be charged for some or all of these programs to cover costs not payable from federal funds. Examples of costs include meeting room expenses, rental of A/V equipment, meals, breaks, conference materials and supplies, MOPS staff expenses, speaker fees and travel expenses. Additionally, funds are sought to offer scholarships for attendance at training programs for agencies that have limited training budgets including, but not limited to, the Missouri State Highway Patrol and the Missouri Department of Revenue.

To facilitate these training programs, equipment may be purchased for demonstrative or practical uses.

C) **REFERENCE MATERIALS:** A major goal of the Traffic Safety Resource Prosecutor Project is to produce and provide quality, up-to-date legal materials to assist prosecutors, law enforcement officers and other traffic safety professionals to more effectively investigate and prosecute traffic safety cases. This will include a newsletter, to be published at least quarterly, with case law, administrative and legislative updates, development of PowerPoint and other computer based training in the area of traffic safety, and a DWI and Major Traffic Safety Offense manual. This may also include the purchase of manuals or other reference materials that may be necessary. This may also include the purchase of transcripts of trials or hearings where new or emerging issues were dealt with or relevant expert testimony was presented. The

supporting budget will include amounts for reference materials including, but not limited to, the printing of newsletters and other reference materials, the distribution of reference materials, and the purchase of manuals or other materials.

D) TRAFFIC SAFETY LIAISON ACTIVITIES: The Traffic Safety Resource Prosecutor will also act as a dedicated liaison between the state's prosecutors and the traffic safety community to work for better coordination in the investigation and prosecution of traffic safety violations. It is assumed that no additional resources will be required for these activities.

PROBLEM IDENTIFICATION:

Missouri loses approximately 1000 people every year in traffic crashes, many of these fatalities are alcohol-related. After Missouri reached its goal of reducing crash fatalities to 1000 or fewer by 2008, a new goal was set to reduce crash fatalities to 850 or fewer by 2012. This goal is clearly attainable, but significant work will need to be done to get there. One effective strategy for reducing these fatalities is to deter the behavior that causes them—driving while intoxicated, speeding, and failing to wear safety belts. One way to deter such behavior is effective prosecution of those who commit these and other traffic safety offenses.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Prosecutors often do not have technical expertise in these areas or access to necessary resources.

In contrast, a highly specialized DWI defense bar has developed in Missouri. Because DWI defendants are often willing to spend thousands of dollars to defeat DWI charges, the defense bar has access to training and resources that are out of the reach of most prosecuting attorneys.

Thus, there is a need in Missouri for an accessible source for training, information and other resources on impaired driving and other traffic safety issues. This training needs to be consistent, continual and progressive.

The Traffic Safety Resource Prosecutor Project has provided the necessary training and resources. It is important to continue this project as new issues and challenges are raised almost daily in the prosecution of impaired driving offenses. Moreover, due to high turnover rates in prosecuting attorney's offices, there is a constant stream of new and inexperienced attorneys handling impaired driving cases.

GOALS AND OBJECTIVES:

The goal of this project is to provide continuing legal education programs, consultation and technical assistance to prosecutors and law enforcement in the state.

1. Conduct a minimum of ten (10) training programs for Missouri Prosecutors and Law Enforcement Officers.
2. Publish up to six (6) editions of Traffic Safety News.
3. Develop and publish a DWI/Traffic Safety Offense Manual.
4. Provide technical assistance as requested.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The effectiveness of the trainings.

Participants in all training programs will be asked to complete evaluations to rate the effectiveness of the trainings. In addition, the success of this project may be judged on the extent to which multiple jurisdictions around the state are being reached. Records of all persons attending training will be maintained. POST and CLE accreditation will be sought for all training. A log will be kept of all persons requesting technical assistance and/or reference materials.

RESULTS:

On May 5-6, 2010, an ARIDE class was presented in Warrensburg in conjunction with the Missouri Safety Center. Approximately 28 officers attended.

On May 24-25, 2010, an ARIDE class was presented in Joplin in conjunction with Missouri Southern State University. Approximately 8 officers attended.

E. Other Training

In addition to the above training programs that were planned and funded with the grant, the TSRP also served as an instructor or arranged for presentations at various seminars as described below.

On October 14, 2009, prepared and presented a lecture on courtroom preparation and testimony at the Drug Recognition Expert school held in Lee's Summit. The TSRP also gave a similar presentation at the DRE School held in St. Charles on October 28, 2009, and in Jefferson City on August 5, 2010.

On November 12, 2009, prepared and presented a lecture on finding and using prior DWI convictions to a group of support staff from prosecuting attorney's offices at the Support Staff training.

On January 16, 2010, presentation on no refusal policies and blood search warrants at the Elected Prosecutor conference in Springfield.

On January 28, 2010, prepared and presented a lecture on special considerations in prosecuting a DWI case at the Prosecutor Bootcamp conference in Jefferson City.

On March 25, 2010, prepared and presented a lecture on new case law and proposed legislation at the Missouri Association of Drug Court Professionals conference.

On April 2, 2010, arranged for presentations on investigating and prosecuting a DWI case with a suspect who refuses all testing at the spring conference presented by the Missouri Association of Prosecuting Attorneys.

On April 9, 2010, prepared and presented a lecture on the legal considerations for sobriety checkpoints at a checkpoint supervisor school in Jefferson County.

On April 19-23, 2010, served as faculty for a Trial Advocacy I class at the National Advocacy Center in Columbia, South Carolina.

On July 26-29, 2010, the TSRP served as faculty for the Trial Advocacy School for Missouri prosecutors in Kansas City.

On September 13, 2010, prepared and presented a lecture on the role of a TSRP and how TSRPs can assist breath test programs at the Intoximeters User Group meeting in St. Louis.

II. Reference Materials

Pursuant to the grant award, funds were received to provide quality, up-to-date legal reference materials to prosecutors and law enforcement officers. This goal was achieved in FY10 as described below.

A. Newsletter

Traffic Safety News was published approximately every two months. These newsletters were distributed to prosecutors, law enforcement officers, and other interested traffic safety professionals in October and December 2009 and March, May, July, and September 2010. The newsletters contained case law and legislative updates, training announcements, and other information and articles pertinent to traffic safety. The newsletters are sent out in electronic format to a list of several hundred individuals. At each training seminar conducted, a list was available for any interested person to sign up for the newsletter.

B. DWI Manual

Work has continued on producing a DWI Manual for Missouri prosecutors. Currently, five chapters are complete on topics including: Elements and Offenses, Traffic Stops, Voir Dire, Field Sobriety Tests and the Drug Evaluation and Classification Program. A predicate question manual has been separately printed and distributed at trainings throughout the year. The DWI Manual is on target to be completed by January 2011 so it can be distributed at the Elected Prosecutors meeting.

The Missouri Office of Prosecution Services was awarded a grant to fund a Traffic Safety Resource Prosecutor in Missouri under project 10-154-AL-82. This was the sixth year of a grant originally awarded in October 2004.

This project provides for a dedicated attorney to focus on traffic safety issues, particularly impaired driving, in order to serve as a resource to other prosecutors and law enforcement officers on these issues. The goals of the project are to present training programs, provide reference materials, act as a traffic safety liaison, and provide technical assistance upon request.

I. Training Programs

Pursuant to the grant award, funds were received to conduct one general traffic safety conference available to all Missouri prosecutors and law enforcement officers, one trial advocacy program related to highway safety, one "Protecting Lives, Saving Futures" course, and up to six in-service workshops to provide training on relevant issues. These goals were achieved in FY10 as described below.

A. DWI/Traffic Safety Conference

This annual conference was held from June 2-4, 2010, in Osage Beach, MO. Approximately 70 law enforcement officers, 30 prosecutors, and other traffic safety advocates attended this conference. These attendees received training on alternative sentencing options for DWI offenders, the SFST validation studies, preserving evidence at the crash-crime scene, using social networking sites to investigate alcohol-related offenses, dealing with victims, and new DWI case law and legislation.

B. Advanced Breath Testing and Toxicology for Prosecutors

This course was held in Kansas City from August 23-25, 2010. Twenty-four prosecutors from around the state attended this course which focused on toxicology and breath testing issues. Students received training on Missouri's breath testing instruments and regulations, the science and theory of breath testing, how alcohol and drugs affect a person's ability to perform standardized field sobriety tests, and how alcohol, prescription and illicit drugs affect the human body.

C. Protecting Lives, Saving Futures

This conference was held from February 24-26, 2010, in Columbia, MO. This conference brought together prosecutors and law enforcement officers to receive training on how DWI investigations and prosecutions can be improved with effective communication and teamwork. Twenty-one law enforcement officers and nine prosecutors attended. At this conference, attendees received training on detection of impaired drivers, overcoming common defense challenges, pretrial preparation, writing an effective DWI report, understanding standardized field sobriety testing, direct and cross examination, and laying the foundation for DWI evidence. The students also participated in a controlled drinking workshop which allowed them to witness intoxicated subjects performing standardized field sobriety tests.

D. In-Service Workshops

Other miscellaneous training programs were offered to prosecutors and law enforcement officers around the state in FY10 on request. These programs are described below.

On October 2, 2009, a workshop on impaired driving and licensing issues was presented to the St. Louis City Counselor's Office. Approximately 15 prosecutors attended.

On October 19-20, 2009, an ARIDE class was presented in Springfield in conjunction with the Springfield Police Department. Approximately 20 officers and 5 prosecutors attended.

On October 21-22, 2009, an ARIDE class was presented in Maryville in conjunction with the Nodaway County Prosecuting Attorney's Office. Approximately 10 officers and 2 prosecutors attended.

On December 14-15, 2009, an ARIDE class was presented in Camden in conjunction with the Camden County Sheriff's Department. Approximately 25 officers attended.

On December 21-22, 2009, an ARIDE class was presented in Hazelwood in conjunction with the Hazelwood Police Department. Approximately 20 officers and 4 prosecutors attended.

On January 12-13, 2010, an ARIDE class was presented in Jefferson County in conjunction with the Jefferson County Sheriff's Department. Approximately 16 officers and 2 prosecutors attended.

On April 6-7, 2010, an ARIDE class was presented in Chesterfield in conjunction with the Chesterfield Police Department. Approximately 15 officers attended.

C. Miscellaneous Reference Materials

In FY10, the TSRP also prepared and distributed memorandums on two emerging issues. The first addressed the attempted transfer of the breath lab from the Missouri Department of Health and Senior Services to the Missouri Department of Transportation. The method by which this transfer was attempted and the results thereof has been raised innumerable times in criminal cases around the state in an attempt to suppress breath test results in DWI cases. The memo set forth legal arguments and case law that could be used to defeat the motion.

The second memo addressed the amendment to section 577.023 which removed the requirement that the state show that a defendant was represented by counsel on prior DWI convictions before the convictions could be used to enhance subsequent charges. Motions were filed in several criminal cases claiming this amendment was unconstitutional. The memo put forth legal arguments and case law that could be used to defeat this motion.

III. Traffic Safety Liaison

Pursuant to the grant, a goal of the Traffic Safety Resource Attorney project was to serve as a liaison between the state's prosecutors and the traffic safety community. This goal was achieved through serving as a member of the Impaired Driving and Legislative Subcommittees of the Missouri Coalition for Roadway Safety and the DRE Advisory Board. The TSRP also attended board meetings of the Law Enforcement Traffic Safety Advisory Council.

The TSRP also participated in several local, state and national conferences and meetings, including the IACP International Conference on Drugs and Driving held in Pittsburgh, PA, the Lifesavers Conference held in Philadelphia, PA, the Spring and Fall Statewide conferences presented by the Missouri Association of Prosecuting Attorneys, the Summer and Winter Conferences of the National Association of Prosecutor Coordinators, the Missouri Association of Drug Court Professionals Conference, the IPTM Symposium on Impaired Driving in Naples, FL, and the Ignition Interlock Institute in Little Rock, AR.

IV. Technical Assistance

The final goal of the traffic safety resource attorney project was to provide technical assistance to prosecutors and law enforcement officers upon request. In FY10, approximately 187 requests for technical assistance were received from prosecuting attorney's offices and law enforcement agencies around the state. In response to these requests for assistance, appellate briefs and research memorandums were drafted, information was provided on expert witnesses, jury instructions were drafted, appropriate charging was discussed, and information and materials were provided on various impaired driving topics.

All major goals of Project 10-154-AL-82 were completed in fiscal year 2010. The Missouri Office of Prosecution Services has been awarded a similar grant for fiscal year 2011 and looks forward to continuing its work to improve the investigation and prosecution of impaired driving cases in Missouri.

FUNDING:

\$185,557.41

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Impaired Driving Prevention Council

PROJECT NUMBER:

10-154-AL-123

PROGRAM AREA:

AL

JURISDICTION SIZE:

1,000,000

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Impaired Driving Prevention Council

AGENCY CONTACT:

Mr. Scott Bokal

PROJECT DESCRIPTION:

To accomplish the project's goal of reducing the number of impaired driving incidents and fatalities while educating the public about the growing problem of impaired driving, the following resources are required:

- 1) A Director's position.
- 2) Additional checkpoint signs that reflect the campaign.
- 3) Informational pamphlets to be handed out in conjunction with multi-jurisdictional checkpoints and educational programs.
- 4) In-school handouts, awareness curriculum to be taught in schools and special events. During the school presentations, five (5) one-hour sessions will be conducted.
- 5) Impaired driving "ARRESTED" stickers that will be available for all officers and jurisdictions participating in the program.
- 6) Impact speakers and custom trailers to be used for both education and public awareness tools throughout the year.

In order to keep the message visible with the public, the program is designed as a three-year campaign.

PROBLEM IDENTIFICATION:

The mission of the "Don't Dare Drive Impaired" campaign is to promote driver safety and responsible driving while reducing the annual number of impaired driving incidents utilizing local media outlets to run "in-your-face" ad campaigns and implementing 24/7 checkpoints

The Impaired Driving Prevention Council (IDPC), in conjunction with the St. Charles County Sheriff's Department, the St. Charles Ambulance District, and the police departments of St. Louis County, St. Louis City, O'Fallon, St. Peters, and Chesterfield. These agencies will work together to reduce the number of impaired driving incidents and fatalities through an additional 33 sobriety checkpoints, educational outreach programs and public awareness campaigns.

GOALS AND OBJECTIVES:

Goal: To reduce the number of impaired driving incidents and fatalities by 50% over the course of a three year period, approximately 16.66% per year.

Objective: Combine educating the public and students about the growing problem of impaired driving in Missouri with additional multi-agency sobriety checkpoints using the "Don't Dare Drive Impaired" theme.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
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5. Accomplishing the Objectives* established to meet the project Goals, such as:
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 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

2010 proved to be an extremely active and successful year for the IDPC and its participating agencies. Efforts continued on the roadways with multi-jurisdictional DWI enforcement checkpoints as well as wolf pack operations.

New for 2010, Project Safe School Year was launched. This program targeted 6 local St. Charles area high schools including Francis Howell North & Central, Fort Zumwalt, North, South, East and Hope. The program has many aspects, including impact speakers during Project Safe School Year assemblies, seatbelt checkpoints by which every driver leaving campus that day was inspected and encouraged to either wear or continue wearing their belts, and "NO TEXT" and "RESPONSIBLE" driving programs have and will be instituted for the end of 2010 and into 2011.

Education Summary

In April 2010 two Prom Spring Assemblies were conducted at Fort Zumwalt South High School and Fort Zumwalt East High School. Starting in September through December 3, 2010, seven high schools were part of the program. Two events were held at each school. A fall assembly was conducted at three of the high schools and at four of the high schools a PSA video was viewed by the students. The PSA was created by the education group and contained the information that was expressed in the assembly. The four main components of the program were explained to the students.

School Reports:

Fort Zumwalt South High School:

4-22-2010	Spring Assembly bumper stickers given out to juniors and seniors
9-22-2010	Fall Assembly string backpacks given out- all students
11-18-2010	Seat belt check (91% wearing seatbelts)

Fort Zumwalt West High School:

9-27-2010	Fall Assembly string backpacks given out- juniors and seniors
11-04-2010	Seat belt check (93% wearing seatbelts)

Fort Zumwalt North High School:

9-28-2010	Fall Assembly string backpacks given out- all students
11-11-2010	Seat belt check (93% wearing seatbelts)

Fort Zumwalt East High School:

4-29-2010	Spring Assembly bumper stickers given to juniors and seniors
9-29-2010	Lunch time booth with string back packs given out - all students
11-02-2010	Seat belt check (78% wearing seatbelts)

Hope High School:

12-2-2010	Seat belt check (53% wearing seatbelts)
12-3-2010	Fall Assembly - PSA played - string backpacks given out - all students

Francis Howell Central High School:

11-11-2010	Seat belt check (85% wearing seatbelts)
	PSA video

Francis Howell North High School:

10-21-2010	Seat belt check (94% wearing seatbelts)
	PSA video

Overall Seatbelt Check

Total Number of cars checked:	2286
Total Number of all occupants wearing seatbelts:	2041
Percentage of vehicles where all occupants had seatbelts on:	89%

Number of personnel police departments provided at seatbelt checks:

O'Fallon Police Department:	13
St Peters Police Department:	11
Cottleville Police Department:	4
St. Charles County Sheriff's Department:	1

Total number of personnel involved at seven seat belt checks including students, police officers and IDPC staff: 66

Promotional Items

Total number of Cell Phone Mats (Highway Safety funds) given out at seat belt checks: 2055
Total number of String Backpacks (Highway Safety funds) given out at fall assemblies: 8000
Total number of Bumper Stickers (Highway Safety funds) given out at spring assemblies: 1200

Enforcement summary

3-17-2010	St Patrick's Day activity by departments in group
5-14-2010	Multi - Jurisdictional DWI checkpoint Hwy K at Mexico O'Fallon
5-22-2010	Multi - Jurisdictional DWI checkpoint Highway D at Highway 94 in St. Charles County
6-11-2010	Multi - Jurisdictional DWI checkpoint Mid-Rivers & I-70 St Peters
8-6-2010	Multi - Jurisdictional DWI checkpoint Hwy K at I-64 O'Fallon
8-14-2010	Multi - Jurisdictional wolf pack - Highway 94 corridor
9-18-2010	Multi - Jurisdictional wolf pack - South Highway 94 corridor
10-22-2010	Multi - Jurisdictional DWI checkpoint Highway 94 at Port West in St. Charles
11-6-2010	Multi - Jurisdictional wolf pack- South Highway 94 corridor
2-18-2010	Multi - Jurisdictional wolf pack- I-70 corridor

A mobile command processing station was used on every checkpoint and the four wolf packs.

Total number of Public Information pamphlets (Highway Safety funds) given out: 4,100

Approximately 5,200 contacts made with drivers during the enforcement activities.

Approximately 108 DWI arrests made and 27 other arrests.

FUNDING:

\$200,255.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

MADD Court Monitoring Project

PROJECT NUMBER:

10-154-AL-83

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Mothers Against Drunk Driving

AGENCY CONTACT:

Mr. Bud Balke

PROJECT DESCRIPTION:

TASKS:

In order to measure program objectives, MADD Missouri State will implement the following activities:

1. Compile pertinent statistical information on the handling of DWI cases;
2. Provide feedback to the Highway Safety Division about the effectiveness and enforceability of the current DWI laws;
3. Make the courts aware of the public's scrutiny of DWI case results;
4. Inform the public of the trends in DWI enforcement through the judicial system; and,
5. Notify appropriate agencies, media, and public about the correlation of raising the DWI conviction rate and correspondingly lowering the alcohol fatality and injury crashes in those monitored counties.

MADD Missouri should attract support and help in this project from other segments of the community (e.g. college and law school students). Senior citizens, who represent a large untapped volunteer pool, should also be approached. By harnessing volunteer support from several areas, MADD Missouri should be able to track a substantial number of cases in the targeted counties. Recruiting and training members of volunteer organizations is critical to placing people in the courtrooms. Community members and volunteers participating in the court monitoring project will help to ascertain whether court monitoring is effective in reducing alcohol-related fatalities. Their monitoring of the sentences handed down will show whether the appropriate sentences for impaired driving have been adjudicated.

TRAINING:

MADD Missouri State will use the court monitoring training kit developed by MADD for use with this project. The kit will consist of a CD-ROM, video, how-to manual, notebook, and forms. The Program Specialist will use these training materials to train the volunteers how to monitor DWI courts, document relevant case information, and collect public record data.

MONITOR DWI'S IN ALL COURTS:

Volunteer court monitors will observe in their assigned counties at all pertinent phases of the trial or criminal/administrative process. They will record the disposition of each case as well as note the original charge and whether or not the conviction was based on the original charge or a lesser-included crime. They will also note any plea offers in the court. The program will follow each defendant from arraignment through the post-conviction process: jail, probation and/or appeals. This method allows a comprehensive observation of the entire judicial process, including prosecutors, defense attorneys, evidence collected and testimony given by law enforcement officers as well as judicial conduct both in the courtroom and during sentencing. It also allows a post-courtroom look at how the system works following adjudication.

Each volunteer monitor will fill out a worksheet (reporting form) that will be turned into the Project Program Specialist.

DATA COLLECTION:

Following cases in this manner will allow trends to become readily apparent and also show differences in jurisdictions. Issues to address include the effects of court monitoring on:

- The basic disposition of DWI cases (guilty, dismissed, not guilty, guilty of some other offense);
- The sanctions imposed;
- How the effect may vary by whether judges are appointed versus elected (i.e. pleas at arraignment, pleas at subsequent appearances, plea bargains, summary judgments, jury trials, deferred judgments);
- Disposition by BAC at time of arrest or refusal;
- Disposition by prior record;
- How the defendant is handled by the system after conviction; and other issues that will evolve through discussions with the expert panel.

PROJECT PERSONNEL:

Program Specialist: Bud Balke will oversee all aspects of the court monitoring project, including recruiting, training, and supervising court monitoring volunteers; gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, court monitoring and writing and submitting progress and final reports. Mr. Balke covers all throughout the state except for the Saint Louis metro area.

Program Specialist: Michelle Hudgens will oversee and participate in court monitoring in the Saint Louis metro area, which includes Franklin, Lincoln, Pike, Warren, Jefferson and St. Louis counties. Mrs. Hudgens will recruit, train, and supervise volunteer monitors; gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, and court monitoring.

SPECIFIC TASKS:

MADD Missouri has identified and outlined specific goals for the past 4 years that Highway Safety has funded this project;

Year 1: Hired Project Program Specialist, identified 14 counties for the first year, trained 30 volunteers, court monitored 13 counties and reassessed monitoring of Jackson, Clay and St. Louis counties for 2nd year of the funding. Gathered baseline court data, submitted progress reports and end of year success report.

Year 2: Began monitoring of Jackson, Clay and St. Louis counties and trained 10 MADD volunteers during 2nd year. Continued to monitor other 11 counties and identified 5 more counties from 2004 with less than 20% DWI conviction rates. Continued to gather baseline court data, submitted progress reports and submitted end of year success report.

Year 3: Began monitoring of 5 new counties for 2005. Continued to gather baseline court data, submitted progress reports and submitted end of year success report. Trained 15 volunteers during 3rd year. Continued to monitor other targeted counties.

Year 4: Began monitoring of 5 new counties for 2006. Continued to gather baseline court data, submitted progress reports and will submit end of year success report. Trained 5 volunteers during this period. Shared with safety advocates nationwide DWI saturation weekend results for Lake of the Ozarks area with static display. Continued to monitor other targeted counties.

The 2009-2010 grant year will be based on the following timescale:

Month 1: Distribute the previous year's data to involved and interested parties or agencies as well as the media.

Month 2-4: Collect and submit all information for Memorial Day Project for media debut.

Month 4-6: Recruit/Train Volunteers, submit progress report to Highway Safety.

Month 3-11: Monitor Courts/Collect Data.

Month 4: Progress Report for first quarter due to Highway Safety on or before the 15th.

Month 7: Progress Report for second quarter due to Highway Safety on or before the 15th.

Month 10: Progress Report for third quarter due to Highway Safety on or before the 15th.

Month 12: Analyze Data and Prepare Final Report and Submit

A computerized tracking system is the most effective method of compiling statistical information and providing feedback to the state legislators/safety advocates on the effectiveness and enforceability of the current DWI laws. The systematic documentation that a case-tracking database provides also gives credibility to the court-monitoring program. Courts cannot claim that any organization conducting court monitoring is changing results when the information is systematically recorded into a database. The utilization of a case-tracking database has proven a powerful tool to tighten up a lenient county court system. The database reports show a change in the behavior of the prosecutors and judges as fines and jail sentences have increased and dismissals have decreased.

Following the conclusion of the project, a final report will be delivered to the project director of Highway Safety, documenting the project activities and reporting the effects of the court monitoring/partnership program in each community and overall. A Case Study Report citing the daily operations and details in each community will also be submitted. The report will set out which components of monitoring worked and which did not work and why. The final report will also conclude whether court monitoring is an effective tool to reduce the number of alcohol-related fatalities in the communities monitored. A final How-To Guide (in print form and on CD-ROM), court monitoring kit, and training video will be submitted to Highway Safety at the conclusion of the project.

PROBLEM IDENTIFICATION:

The mission of Mothers Against Drunk Driving (MADD) is to stop drunk driving, support victims of this violent crime and prevent underage drinking. The MADD Missouri Court Monitoring/Partnership Program focused on fourteen target counties the first year of the grant period based on 2003 DWI Highway Patrol only prosecution rates: Wright 5%, St. Clair 5.6%, Osage 9.3%, Morgan 11%, Mercer 12.5%, Pike 13%, Ste. Genevieve 14%, Franklin 15%, Lincoln 15.8%, Texas 18.4%, and Johnson 19.8%. The program focused on three metro counties the second year of the grant period: St. Louis 19%, Jackson 14.2%, and Clay 11.4% along with the original fourteen counties and five counties for 2004 which were: Caldwell, Carter, Henry, Platte, and Worth. Subsequently the program focused on five counties for 2005 and they were: Harrison, Andrew, Maries, Shannon, and Ripley. MADD Missouri has now averaged the 3-year totals of 2003, 2004, and 2005, which has culminated in the following 12 counties receiving the push for project monitoring purposes. They are: St. Louis, Franklin, Lincoln, Ste. Genevieve, Jackson, Clay, Platte, Caldwell, Mercer, Harrison, Osage, and Maries counties.

Comparing 2008 Missouri alcohol related total crashes of 3196 to 2004 Missouri alcohol related total crashes of 3799 shows a decrease of 0.15% of alcohol related crashes in the first nineteen counties and subsequent total of thirty-four counties that have been monitored by the MADD court monitoring project since Feb. 2005 to Mar. 2009 (see attached MODOT Traffic Division alcohol related crashes).

For the third consecutive year MADD National/Missouri conducted a Memorial Day Holiday court-monitoring project across the nation/state. Thirteen MADD State organizations and affiliates (chapters) were asked to participate in this special project involving DWI arrests and court monitoring during the 2008 holiday period. Cole County is unique, with the state capitol city, Jefferson, located within its boundaries and a population of 73,296. It has five cities or villages, with three law enforcement agencies responsible for DWI enforcement, including the Missouri State Highway Patrol, Cole County Sheriff's Department and Jefferson City Police Department. MADD Missouri observed a 50% conviction rate of these specific holiday cases for the year of 2008, which was a 16% decrease from 2007.

A study conducted for the National Highway Traffic Safety Administration (NHTSA) in 1990 examined court monitoring in the state of Maine (Impact of Court Monitoring on DWI Adjudication, December 1990, DOT HS 807 678). The results showed that court monitoring is an effective tool to affect the adjudication process. In cases where court monitors were present, the conviction rates of DWI/DUI offenders were higher by ten percent and the case dismissal rates were lower by 70 percent. Cases that were monitored showed that an individual's refusal of a BAC test resulted in a higher conviction rate of approximately 25 percent over refusal cases that were not monitored. The overall case dismissal rate was nearly 90 percent lower. The study noted that the effects on sentences, in terms of strictness and adherence to the limits set out in statutes, were greatest for drivers with blood alcohol levels (BAC) between .10 and .11 and in cases where the driver had refused a BAC test when monitors were in the courtroom. This was especially true for first-time offenders.

In court monitoring programs, volunteers observe, track, and report on court activities related to impaired driving cases. Ideally, they follow cases from arrest through disposition, recording the proportion of cases that are dismissed or reduced down to lesser offenses, the rate of convictions, the sanctions imposed, and whether the sanctions are carried out. Studies of court monitoring programs indicate that monitored cases produced higher conviction rates and stiffer sentences than unmonitored cases. Court monitors are able to draw attention to the system's shortcomings.

Conviction rates for impaired driving vary widely from state to state, indicating failures and inconsistencies in case processing systems. The most current study from "It's Time to Get MADD All Over Again - Resuscitating the Nations Efforts to Prevent Impaired Driving" 2002, showed that Connecticut reported in 1998, 72 percent of DWI arrests were adjudicated "other than guilty." By contrast, California reported that 72 percent of DWI arrestees were convicted in 1998.

Court monitoring has also proven to be a highly effective method of creating ongoing productive discussions between citizens and the judiciary. This makes the courts more accountable to the communities they serve. This dialogue often serves to advance improvements such as identifying shortcomings in the system, recommending solutions and advocating for change in the court system and procedures.

GOALS AND OBJECTIVES:

GOAL:

The goal of the court-monitoring program is to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants and offer solutions.

OBJECTIVES:

MADD Missouri State will measure the success of this goal through the following outcome objectives:

1. Compare baseline data with outcome data to determine whether the presence of monitors increased the conviction rates of DWI offenders;
2. Place monitors in courts to record court action from arraignment through post-conviction and to see if presence of monitors will cause a decrease in the DWI case dismissal rate;
3. Place monitors in courts to determine if careful monitoring will bring about an increase in the sentence length for DWI offender; and
4. Observe the alcohol fatality and injury rates to determine if conviction rates improve as alcohol fatality and injury crashes decrease in those monitored counties using information from the traffic studies and corrections engineer.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
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 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This was an unprecedented year in Missouri history in the area of DWI enforcement, adjudication and post sentencing. The Governor's DWI Summit was called in Jefferson City to address perceived shortcomings with first time and repeat offenders, administrative refusal hearings, ignition interlocks and technology, non-municipal convictions, blood draws, record keeping and other pertinent alcohol topics stemming from the east side of the state.

These concerns were addressed because of the largest media expose of drunk driving adjudication (sentencing) in the St. Louis metro area. Repeat offenders with municipal adjudication were the main topic with the inability of the prosecutors to submit a proper recommendation and driving histories and the glaring mistakes by judges in accepting inappropriate recommendations with no driving histories. This ultimately resulted in the unanimous passage of a legislative package of some of the largest changes in DWI statutes that Missouri has seen since the passage of .08 percent BAC.

MADD Gateway spent many hours of volunteer time and effort in monitoring Division 28 and 29 and other pertinent divisions of St. Louis Associate Circuit which handled most of the Missouri State Highway Patrol DWI cases. Those cases are the foundation of the conviction rate that MADD has based the grant project on. MADD Missouri has been looking at these types of statistics since 1985.

The MADD Missouri State organization court monitored the counties that fell under the 23 percent DWI/BAC conviction rate. This an increase in the conviction rate of 1.5 percent over previous years. These conviction rates involved the totals of the Missouri State Highway Patrol arrests. The counties are: Cass, Jackson, Jefferson, Lincoln, Pike, St. Louis, St. Genevieve, Dade, Hickory, McDonald, Madison, Harrison, Worth and Phelps.

MADD Missouri was honored and humbled to have the MADD National Volunteer Court Monitor of the Year selected for the second consecutive year for the 30th Anniversary conference in Washington D.C. Rocky (J.R.) Gitlin of MADD Gateway was selected by National President Laura Dean-Mooney for his effort and time in the St. Louis County court system.

Success can sometimes be measured by evaluation of your peers, leaders, and partners. MADD Missouri was very proud to have nominated the Missouri State Highway Patrol for not only the efforts of 10,500 DWI arrests in 2009 but the last thirty years. They have affected more than 284,000+ DWI arrests since MADD began in 1980 and investigated and helped charge more than 17,250+ second degree murders, involuntary manslaughters and second degree (felony) assaults. MSHP received the MADD National Law Enforcement Award in Washington D.C. this year and the Governor graciously videotaped congratulations for the awards ceremony.

FUNDING:

\$114,790.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Breath Alcohol Lab Operations

PROJECT NUMBER:

10-154-AL-43

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will continue support of the Breath Alcohol Instrument Testing Laboratory. This support will cover three critical areas: 1) training of Type II Supervisors and Type III Operators; 2) breath alcohol instrument maintenance and repair support; and 3) responding to prosecutor's requests for expert testimony on DWI cases when possible.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In 2005-2007, of the 508,470 traffic crashes, 2,988 were fatal and 18,586 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 3,345 people and 24,519 serious injuries.

During the same time period, there were 25,451 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 834 people were killed and another 4,090 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 834 people killed in alcohol and other drug-related traffic crashes, 515 were the intoxicated driver/pedestrian and 319 were some other involved party. Of the 4,090 seriously injured, 2,440 were the intoxicated drivers/pedestrians while 1,650 were other persons in the incidents.

Since 1988, the Highway Safety Division has partnered with the Missouri Safety Center to provide training, equipment and technical support to Missouri's law enforcement agencies and officers in the area of DWI Enforcement. Specifically this partnership has provided advanced technology breath test instruments, training of field officers as both Type II and Type III's, maintenance of instruments and support equipment and field support for expert testimony in court. During this past 19 plus years the program has accomplished a reduction in the number of certified instruments from 11 to 3 statewide, established a standardized curriculum, established a central location for repairs and maintenance of equipment, and worked with the Highway Safety Division to provide critical support equipment to enhance Missouri's DWI efforts.

GOALS AND OBJECTIVES:

Goals:

1. To provide Type II and Type III training including any refresher or update training to law enforcement around the state to support the current breath testing instruments in use by their respective departments.
2. Assure that Missouri's law enforcement agencies have immediate access to functioning and well-maintained breath test instruments in order to process offenders in a timely manner.
3. Assure that Missouri's breath test instruments are well-maintained and functioning properly in order to withstand any courtroom proceedings that attempt to discredit the instruments.

Objectives:

1. Conduct the Type II Supervisor Course(s) for up to 60 officers statewide.
2. Conduct the Type II Supervisor Lab Course(s) for up to 80 established supervisors statewide.
3. Provide 8-hour Update training for existing Type II's in the field.
4. Conduct the Type III Operator Course(s) for up to 60 officers statewide.
5. Conduct, regionally, the 36-hour Type III Operator Course(s) for up to 60 officers as needed.
6. Provide necessary service (repairs and maintenance) to law enforcement agency instrumentation.
7. Design and implement a system to allow for partial replacement of law enforcement agency breath testing instruments each year.
8. Print and distribute, as requested, instrument specific evidence tickets to state and local law enforcement agencies.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Breath Alcohol Lab continues the process of reconditioning and/or rebuilding older breath instruments for local law enforcement agencies in the state. Spare parts for the Intoxilyzer 5000 and Datamaster instruments are dwindling. The State of Arkansas agreed to re-assign 14 Datamasters manufactured between 1999 and 2006 to the Breath Lab. These units will be assigned in the field or used to refurbish other units.

Accomplishments during this grant year include:

- Seventy-five Alco-Sensor IV units with printer were purchased with grant funds. The Breath Lab placed 62 Alco-Sensor IV units in the following departments: St. Charles PD, Forsyth PD, Palmyra PD, Gladstone PD, Breckenridge Hills PD, Jefferson County SD, Archie PD, Marceline PD, Velda City PD, McDonald County SD, Boone County SD, Hazelwood PD (2), Columbia PD (4), Elsberry PD, Steelville PD, Randolph PD, Hamilton PD, Butler County SD, Peculiar PD, Creve Coeur (2), Harrisonville PD, Wentzville PD, Jackson County SD (3), Camden County SD, Moberly PD, Overland PD, Willow Springs PD, Excelsior Springs PD and the Water Patrol Division of the Missouri State Highway Patrol.
 - The purchase of eighteen new simulators. Fifteen of these simulators were placed with law enforcement agencies. Three of the simulators are currently being used in the Breath Lab. Some funds were used to repair several simulators in the field in lieu of replacement.
 - Four Type II Supervisor courses were held training 39 officers.
 - Thirteen Type II Supervisor Update Training courses (16-hour) were held training 82 officers.
 - Eight Type II Refresher courses were held regionally with 153 officers trained.
 - Four Type III Operator courses were held at the Missouri Safety Center training 42 officers.
 - Eight Type III courses were held regionally training 36 officers.
-

FUNDING:

154 AL / 20.607: 319,667.56

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Ignition Interlock Monitoring Program

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Missouri Safety Center

PROJECT NUMBER:

10-154-AL-119

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will provide a comprehensive monitoring service for the State's Ignition Interlock program in cooperation with the Highway Safety Division of MoDOT to ensure that ignition interlock installers and device manufacturers are in program compliance as outlined in 7 CSR 60-2.010 - 2.060. Specifically, monitoring of the ignition interlock installers and device manufacturers through onsite audits, analysis of reports and interaction with the manufacturers, installers, authorized service providers and possibly the operator (any person that operates a vehicle with an Ignition interlock device).

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In 2005-2007, of the 508,470 traffic crashes, 2,988 were fatal and 18,586 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 3,345 people and 24,519 serious injuries.

During the same time period, there were 25,451 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 834 people were killed and another 4,090 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 834 people killed in alcohol and other drug-related traffic crashes, 515 were the intoxicated driver/pedestrian and 319 were some other involved party. Of the 4,090 seriously injured, 2,440 were the intoxicated drivers/pedestrians while 1,650 were other persons in the incidents.

The Missouri General Assembly passed legislation in 1995 mandating that a court shall require any person who is found guilty of or pleads guilty to a second or subsequent intoxication-related traffic offense shall not operate any motor vehicle unless the vehicle is equipped with a functioning, certified ignition interlock device for a period of not less than one month from the date of reinstatement of the person's driver license. In many cases, however, judges were reluctant to impose this requirement because the offender's driving privileges had been revoked or suspended for prolonged periods of time (one to ten years). By requiring the use of ignition interlock devices in this circumstance, judges felt they would be sending a mixed message to impaired driving offenders who did not have driving privileges at the time of sentencing.

Keeping impaired drivers off our roadways is a public safety concern. Ignition interlock devices have been proven to be an effective means to prevent offenders from driving their vehicle while under the influence of alcohol, thereby greatly reducing the potential for traffic crashes caused by repeat alcohol offenders. The use of ignition interlock devices ensures the safety of the motoring public by monitoring repeat DWI offenders when their driving privileges are reinstated or while they are driving on a limited or restricted driving privilege.

Truly Agreed to and Finally Passed Senate Bills 930 and 947, effective July 1, 2009, change the ignition interlock law by requiring proof of installation of an interlock device, with or without a court order, for any person who is found guilty of or pleads guilty to a second or subsequent intoxication-related traffic offense or who is subject to a license suspension, revocation, or denial action as a result of a second or subsequent alcohol-related enforcement contact. As of July 1, 2009, such offenders will be required to show the Missouri Department of Revenue proof of installation of an ignition interlock device when reinstating their driving privileges and shall further maintain proof for a period of not less than six months from the date of reinstatement, as well as during the term of any limited or restricted driving privileges.

According to the Department of Revenue, there are currently approximately 1,500 ignition interlock devices installed in the state through court-ordered use. With changes to the ignition interlock law, there are 70,000 people that will need to meet the ignition interlock requirements before their driving privileges can be reinstated. Of those, approximately 41,000 are eligible for reinstatement on or before July 1, 2009. With the dramatic increase in the number of offenders, who will now be subject to an ignition interlock requirement for license reinstatement, it is more imperative than ever that those devices be reliable.

Truly Agreed to and Finally Passed Senate Bills 930 and 947 also increase the minimum amount of time a driving while intoxicated (DWI) offender must have the devices installed on their vehicle(s) from not less than one to not less than six months. There are currently seven breath alcohol ignition interlock devices that are certified for use in Missouri.

An important aspect of this new change will be accurate and comprehensive statewide monitoring of the ignition interlock program. Given that there are currently 100 approved installers in the State and 70,000 people that will need to meet the ignition interlock requirements before their driving privileges can be reinstated, it will be imperative to have a comprehensive monitoring program to ensure compliance by all involved.

GOALS AND OBJECTIVES:

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

Goal:

1. To assure that the ignition interlock installers and device manufacturers serving the State of Missouri are in compliance with 7 CSR 60-2.010 - 2.060.

The Missouri Safety Center will:

1. Monitor the Ignition Interlock installers in the state based on the most current list of "Missouri Certified Breath Alcohol Ignition Interlock Devices (BAIDD) Installers by City" to ensure compliance with the State guidelines outlined in 7 CSR 60-2.010 - 2.060.
2. Conduct scheduled, unscheduled and under-cover audits/visits on a minimum of 80% of the ignition interlock installers annually.
3. Ensure that the ignition interlock installers and authorized service providers comply with the "Responsibilities of Authorized Service Providers" (7 CSR 60-2.040).
4. Ensure that the ignition interlock installers and authorized service providers follow the operational requirements outlined in the "Breath Alcohol Ignition Interlock Device Security" (7 CSR 60-2.050).
5. Monitor the suspension or revocation of approval of an ignition interlock device.
6. Monitor the ignition interlock installers and authorized service providers for proper reporting requirements.
7. Provide monthly reports to the Highway Safety Division of MoDOT.
8. Respond to specific requests from the Highway Safety Division of MoDOT.
9. Provide expert testimony for prosecutors and State officials when requested.
10. Provide recommendations to the Highway Safety Division of MoDOT when appropriate.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

A retired law enforcement officer was hired and serves as the Ignition Interlock Monitor for the state. Ninety percent of the ignition interlock installation/service centers were monitored during this grant period. The number of installation/service centers varied due to withdrawal by individuals involved in the business and the use of mobile service sites that are being phased out by the manufacturer. The centers were monitored to ensure compliance with the state guidelines. In addition, the ignition interlock monitor provided training to the Department of Revenue and to law enforcement officers attending Type II Breath Alcohol Instrument training.

FUNDING:

\$86,787.80

PROJECT TITLE:

SFST Coordination

PROJECT NUMBER:

10-154-AL-65

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will coordinate the SFST program administration and implementation statewide. This will include maintaining a statewide coordinator, a certified NHTSA instructor, and the oversight of training conducted in the area of impairment detection. It will also include increased training efforts to accommodate all officers who need the basic, update or refresher training. This will allow for additional SFST instructors to be certified to conduct localized training at the academy and department levels where needed. The state coordinator would also be responsible for providing updated information to all current SFST instructors when available, monitoring programs being taught for compliance with NHTSA curriculum, and keeping the legal section of the program up-to-date.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In 2005-2007, of the 508,470 traffic crashes, 2,988 were fatal and 18,586 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 3,345 people and 24,519 serious injuries.

During the same time period, there were 25,451 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 834 people were killed and another 4,090 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 834 people killed in alcohol and other drug-related traffic crashes, 515 were the intoxicated driver/pedestrian and 319 were some other involved party. Of the 4,090 seriously injured, 2,440 were the intoxicated drivers/pedestrians while 1,650 were other persons in the incidents.

Since the mid-1970s, the National Highway Traffic Safety Administration (NHTSA), with the cooperation and assistance of the law enforcement community, has conducted research that resulted in the development of a battery of three standardized field sobriety tests (horizontal gaze nystagmus, walk-and-turn, and the one leg stand) to assist police officers in detecting impaired drivers. Training in how to conduct the tests is included in the NHTSA course DWI Detection and Standardized Field Sobriety Testing.

In 1986, the Advisory Committee on Highway Safety of the International Association of Chiefs of Police (IACP) passed a resolution which recommended that law enforcement agencies adopt and implement the field sobriety testing training program developed by NHTSA. As the program has grown, it has become apparent that in order to insure continued success, nationally accepted standards must be established. These standards, which establish criteria for the selection and training of SFST practitioners, would help insure the continued high level of success of the SFST program.

In Missouri, the need continues for coordination of the SFST program. Inconsistencies may still exist in the various versions of curriculum being used, the instructions being taught or actual field administration of SFST. The accepted SFST standard should be the most current NHTSA curriculum that incorporates the latest Missouri case law into the legal section. In 2005/2006 the Missouri Safety Center, under direction from MoDOT's Highway Safety Division, established a statewide SFST Coordinator and began coordination of the statewide effort. During that process many issues had to be addressed including the ability to update and standardize older curriculums and basic training. Field officers enforcing DWI laws in Missouri must have demonstrated skill levels as identified in the NHTSA curriculum. This action would also allow for continuation of this service to local/county/state law enforcement officers and increased DWI enforcement under Missouri's Blueprint for Roadway Safety.

GOALS AND OBJECTIVES:

Goal:

The goal of this project is to provide SFST program coordination and technical assistance to law enforcement across the state.

Objectives:

1. Using the latest NHTSA curriculum, and supplementing with current Missouri case law in the legal section, develop and maintain a master curriculum and provide it to all current SFST Instructors.
2. Provide update workshops to SFST instructors across the state who are not current but wish to continue training.
3. Offer new instructor training courses for a limited number of instructors, providing the training in regional locations around the state.
4. Establish a database of certified SFST Instructors in Missouri.
5. Establish a database of all field officers who are trained through the 24-hour SFST course or are updated to the 24-hour level from 16- or 20-hour programs.
6. Provide, as requested, subject matter training to officers of the court on handling SFST in their cases.
7. Maintain a support system that provides updates to trained field officers as needed.
8. Provide technical expertise and quality assurance for MoDOT funded impaired driving programs.
9. Print the revised version of the Law Enforcement Guide to Detecting and Apprehending Impaired Drivers pocket field guide and distribute to Missouri law enforcement officers.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The SFST Coordinator maintains an email list-serve of all SFST Instructors and sends out notices and updates as needed and when appropriate. The NHTSA - HS 178 R2/06 materials are currently being provided to instructors in the state. The coordinator is a member of the SFST/DRE Advisory Board that meets four times a year.

Below is a list of accomplishments during this grant year:

- Two SFST Instructor courses were held training 27 officers;
- Eight SFST Refresher courses were held training 121 officers;
- A total of 56 copies of the SFST curriculum were sent out; and
- The SFST Coordinator provided six consultations on pending trials in Lincoln, Pettis, Morgan, Scott, Johnson, Greene and Jackson Counties.

FUNDING:

\$147,346.10

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Sobriety Checkpoint Equipment

PROJECT NUMBER:

10-K8-03-96

PROGRAM AREA:

03

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mr. Chris Luebbert

PROJECT DESCRIPTION:

This project will provide funding for the following items for sobriety checkpoints:

Lighting, traffic cones and delineators, flares, signing (Stop, Flagman, and Sobriety Checkpoint Ahead), safety vests, generators, and any other item required to maintain safety for officers and motorists within the checkpoint area.

The funds may also be used for maintenance on existing BAT Vans located throughout the state.

PROBLEM IDENTIFICATION:

Local agencies lack the funding to properly equip a sobriety checkpoint to create a safe workzone designed to enhance safety for officers working within and motorists passing through. Impaired driving continues to be a problem throughout the State of Missouri.

GOALS AND OBJECTIVES:

The goal of this project will be to provide sufficient equipment to law enforcement agencies to safely and effectively conduct sobriety checkpoints.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
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6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The following agencies received funding through this grant for sobriety checkpoint projects:

Hazelwood PD - Checkpoint equipment trailer, generator, heater, signs
St. Robert PD - patio heaters
Eureka PD - balloon light, generator, cones, flares
St. John PD - flashlights
Nixa PD - patio heaters
Eastern Missouri Academy - graphics for BAT van
Rolla PD - PBTs
Monett PD - repairs to balloon light
Highway Safety Division - checkpoint traffic wands/batons to disperse to law enforcement agencies
Grain Valley PD - checkpoint trailer repairs
Vernon Co. SO - generator, balloon light, cones, LED flares
Jefferson Co. SO - Light tower for BAT van
Greene Co SO - Light tower trailer
Potosi PD - generator, balloon light, cones
Willow Springs PD - BAT van repairs
Jasper Co. SO - BAT van repairs
Capital City Chrysler - DWI car repairs

FUNDING:

\$50,000.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

DWI Court Pilot Projects

PROJECT NUMBER:

10-154-AL-84

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Office of State Courts Administrator

AGENCY CONTACT:

Mr. Jeff Barlow

PROJECT DESCRIPTION:

The Office of State Courts Administrator will continue implementation of the three pilot Driving While Intoxicated (DWI) court programs in the 12th, 20th and 36th Judicial Circuits with possible expansion into other targeted judicial circuits as agreed to by the Highway Safety Division. Courts are identified in conjunction with the Highway Safety Division, based upon the frequency of DWI cases in their jurisdiction. DWI courts are a proven court intervention that act to increase public safety by reducing alcohol related traffic fatalities through court mandated treatment and supervision of DWI offenders.

The Drug Courts Coordinating Commission has sought to expand stand alone DWI courts that follow specific guidelines for best practice but funding has been limited. The statutory interagency commission will provide oversight for this grant and voted to pursue this grant request at their last quarterly meeting.

DWI courts are dedicated to changing the behavior of the alcohol/drug dependent offenders arrested for Driving While Impaired (DWI). The goal of DWI court is to protect public safety by using the drug court model to address the root cause of impaired driving, alcohol and other substance abuse. With the repeat offender as its primary target population, DWI courts follow the Ten Key Components of Drug Courts and the Ten Guiding Principles of DWI Courts, as established by the National Association of Drug Court Professionals and the National Drug Court Institute.

Unlike drug courts, DWI courts primarily operate within a post-conviction model. In a supported resolution by National Mothers Against Drunk Driving, "MADD recommends that DUI/DWI courts should not be used to avoid a record of conviction and/or license sanctions."

DWI courts utilize all criminal justice stakeholders (judges, prosecutors, defense attorneys, probation officers, law enforcement, and others) coupled with alcohol or drug treatment professionals. This group of professionals comprises a "DWI Court Team," and uses a cooperative approach to systematically change offender behavior. This approach includes identification and referral of participants early in the legal process to a full continuum of drug or alcohol treatment and other rehabilitative services. Compliance with treatment and other court-mandated requirements is verified by frequent alcohol/drug testing, close community supervision and ongoing judicial supervision in non-adversarial court review hearings. During review hearings, the judge employs a science-based response to participant compliance (or non-compliance) in an effort to further the team's goal to encourage pro-social, sober behaviors that will prevent future DWI recidivism (Loeffler, Huddleston & Daugherty, 2005).

DWI Court Best Practices - According to the National Drug Court Institute, there are ten guiding principles to successful DWI courts. The ten guiding principles are listed below; each principle is followed by an explanation of how Missouri courts will address that principle during implementation and ongoing offender management.

GUIDING PRINCIPLE #1 - DEFINE THE POPULATION

The DWI courts will clearly define the target population of the DWI program with distinct eligibility criteria. These potential participants will have two or more DWI offenses and a clinical assessment showing severe chemical abuse or addiction.

GUIDING PRINCIPLE #2 - PERFORM A CLINICAL ASSESSMENT

The DWI courts will use certified treatment professionals to perform a clinically competent, objective assessment of the impaired driving offender. This assessment will address a number of bio-physical domains including alcohol use severity and drug involvement, the level of needed care, medical and mental health status, extent of social support systems, and individual motivation to change.

GUIDING PRINCIPLE #3 - DEVELOP THE TREATMENT PLAN

The DWI courts will develop a specific treatment plan under the direction of a certified treatment provider to address the substance dependence of each participant offender. A significant proportion of the DWI population also suffers from a variety of co-occurring disorders. Therefore, the DWI courts will carefully select and implement treatment practices demonstrated through research to be effective with the hard-core impaired driver to ensure long-term success.

GUIDING PRINCIPLE #4 - SUPERVISE THE OFFENDER

The DWI courts will use a coordinated strategy and available technologies to closely supervise and monitor participant offenders to protect against future impaired driving.

GUIDING PRINCIPLE #5 - FORGE AGENCY, ORGANIZATION, AND COMMUNITY PARTNERSHIPS

The DWI courts will solicit the cooperation of other agencies, as well as community organizations to form a partnership in support of the goals of the DWI court program to protect against future impaired driving.

GUIDING PRINCIPLE #6 - TAKE A JUDICIAL LEADERSHIP ROLE

The DWI courts will have a judge that will act as the leader of the DWI court program who will have the capability to motivate the DWI court team and elicit buy-in from various community stakeholders.

GUIDING PRINCIPLE #7 - DEVELOP CASE MANAGEMENT STRATEGIES

The DWI courts will provide participant offenders with case management services through a coordinated team strategy and seamless collaboration across treatment and justice systems.

GUIDING PRINCIPLE #8 - ADDRESS TRANSPORTATION ISSUES

The DWI courts will assist participants to plan for transportation alternatives after the loss of their driving privileges. The loss of driving privileges poses a significant issue for DWI court participants. In many cases, the participant solves the transportation problem created by the loss of the driver's license by driving anyway and taking the chance that they will not get caught. With this knowledge, the DWI court will sanction the participant for driving without a license while in the program and caution them against taking such actions in the future.

GUIDING PRINCIPLE #9 - EVALUATE THE PROGRAM

The DWI courts will design and implement an evaluation model with the assistance of the Office of the State Courts Administrator that will be capable of documenting behavioral change in DWI court participants resulting in a reduction in future impaired driving.

GUIDING PRINCIPLE #10 - ENSURE A SUSTAINABLE PROGRAM

The DWI courts will create and implement a strategic plan that includes considerations of structure and scale, organization and participation, and future funding sources.

Evaluation: The Office of State Courts Administrator will monitor the pilot courts and collect performance data similar to the data currently collected for Missouri's drug court programs. A complete copy of the data elements to be collected is available upon request.

Progress reports will be prepared by the OSCA project manager and forwarded to the Highway Safety Division of MoDOT. The final grant report will include process data to help determine the most effective way to implement DWI courts in other interested courts around the state.

PROBLEM IDENTIFICATION:

According to the Missouri State Highway Patrol, in 2007 there were 992 persons killed in traffic crashes in the State of Missouri. Of all fatal crashes, 27.67% involved drinking/drugs. More specifically, 243 persons were killed and another 4,897 were injured in alcohol-related traffic crashes in 2007. Over one in four fatal crashes involved drinking drivers. Overall, the Highway Patrol reports that 10,216 alcohol-related driving violations were issued in 2007. Of those, some 1,765 fell into the definition of a "prior/persistent offender" - one of the top ten charges filed with Missouri courts.

According to the Missouri Judicial Report Supplement for 2007, state municipal courts had 21,509 alcohol/drug-related traffic cases filed and 19,401 disposed with an additional 27,865 pending at the end of calendar year 2007.

There is no doubt that drinking and driving continues to be a significant public safety issue on Missouri's roadways. In an effort to help hold offenders accountable, Missouri courts need to employ more offender-specific enhanced accountability and management. There have been several strategies attempted, from ignition interlock to training, over the years. However, national studies show recidivism for DWI courts of around 10%, which is significantly better than other strategies. The Drug Courts Coordinating Commission has requests from the state's drug courts for over \$10 million with only \$5.3 million available to the 115 drug courts. As a result, setting aside funding specifically for DWI courts has not been an option for the Commission at this time. It is important to note that many drug courts do serve some DWI offenders, often because alcohol is one of the multiple drugs utilized by offenders. The National Drug Court Institute considers such courts hybrid DWI courts. The judiciary currently lacks funding to implement DWI courts at this time.

GOALS AND OBJECTIVES:

GOAL:

To reduce the recidivism of DWI offenders and promote public safety for all Missouri citizens that use Missouri's transportation systems.

- To continue to implement DWI court programs in at least three targeted judicial circuits, and possibly more, during the grant period.
- To reduce the recidivism rate for DWI offenders by serving an estimated 60 participants in DWI courts during the grant period.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

Evaluation: The Office of State Courts Administrator will monitor the pilot courts and collect performance data similar to the data currently collected for Missouri's drug court programs. A complete copy of the data elements to be collected is available upon request.

During this first year of grant funding, the grant will focus on process evaluation regarding the implementation of the DWI pilot courts. Future funding, if available, will allow for specific performance measures such as participant retention and recidivism to be tracked.

Progress reports will be prepared by the OSCA project manager and forwarded to the Division of Highway Safety. The final grant report will include process data to help determine the most effective way to implement DWI courts in other interested courts around the state.

RESULTS:

DWI courts provide a cost-effective alternative to the traditional criminal justice system in addressing the risk to public safety caused by hardcore impaired drivers. There are 340 people currently participating in twelve stand-alone county programs (Buchanan, Boone, Butler, Franklin, Greene, Jefferson, Lincoln/Pike, Montgomery, Osage/Gasconade, Ripley, St. Charles and Warren) and 37 adult drug court programs that accept DWI offenders. There have been 57 DWI court graduates so far in Calendar Year 2010 resulting in a program graduation rate of 72 percent.

In the previous grant year ending September 30, 2010, two new stand-alone DWI courts were implemented in Ripley and Boone Counties. The DWI court programs have a current average population of 34 with the ability to expand to 50 or more in the current grant year. All stand-alone DWI court programs operate under the best practices that are laid out in the Guiding Principles for DWI Courts and are dedicated to changing the behaviors of hardcore impaired drivers through the highly successful drug court model that insures offender accountability through judicial supervision and long-term treatment.

Like drug court participants, DWI court participants learn to develop self-discipline and the skills to remain sober. They become dependable tax-paying citizens that support their families and contribute to their communities. Of the 52 DWI court participants that graduated successfully from the program between October 1, 2008 and March 31, 2009, only three have recidivated as of June 30, 2010, resulting in a recidivism rate of only 5.8 percent.[1] Research suggests that, over time, recidivism for DWI courts will be close to the 10 percent rate that is being experienced with drug court participants.[2]

[1] As reported to the Office of State Courts Administrator by individual drug court programs

[2] As reported to the Office of State Courts Administrator by individual drug court programs

FUNDING:

\$224,903.80

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

DITEP

PROJECT NUMBER:

10-154-AL-38

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Missouri Police Chiefs Association

AGENCY CONTACT:

Director Sheldon Lineback

PROJECT DESCRIPTION:

The Missouri Police Chiefs Association will deliver the 16-hour DITEP training curriculum at ten locations across the state of Missouri to an estimated four hundred educational and law enforcement professionals. The program will develop skills for these professionals to recognize and identify alcohol and drug impairment in the school setting.

One instructor and monitor will be utilized in the delivery of this valuable training. The instructor will be a DRE who is a SFST or DRE instructor, or a DRE with other verifiable instructor training. At a minimum the instructor candidate must attend the DITEP orientation briefing.

MPCA will provide all educational materials to course participants at no charge.

PROBLEM IDENTIFICATION:

The 2003 National Survey on Drug Use and Health (NSDUH), conducted by the Substance Abuse and Mental Health Services Administration (SAMHSA), indicated that an estimated 19.5 million Americans (8.2% of the population aged 12 or older) had used an illicit drug during the previous month. Drug abuse, whether it involves controlled substances or the misuse of prescription drugs, has permeated almost every level of society to some degree. In 2003, an estimated 11 million people reported driving under the influence of an illicit drug during the past year (1). As many as 18% of 21 year-olds report drugged driving at least once during the past year (2).

The International Association of Chiefs of Police and the National Highway Traffic Safety Association worked with the states of Arizona, Kansas and New York to develop the Drug Impairment Training for Educational Professionals (DITEP) curriculum. This training is intended to provide school administrators and nurses with a systematic approach to recognizing and evaluating individuals in the academic environment who are abusing and impaired by drugs, both legal and illegal, in order to provide early recognition and intervention.

DITEP is derived from the national Drug Evaluation and Classification Program, a successful law enforcement procedure used to detect drug and alcohol impaired drivers. The methods employed in this training are based on medical and scientific facts. The information is supported by research conducted in both laboratory and field studies. The DEC Program was validated in laboratory studies conducted at the Johns Hopkins University, and in the field by the Southern California Research Institute. Although DITEP is not intended to qualify participants as Drug Recognition Experts, it is intended to make participants competent and confident in evaluating and documenting those individuals suspected of abusing drugs in the school setting.

GOALS AND OBJECTIVES:

The goal of this project is to provide alcohol and drug impairment recognition training to educational and law enforcement professionals in order to reduce the incidence of students driving to and from school while impaired by either alcohol or drugs.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The effectiveness of the information transfer will be by way of instructor evaluation and each student will evaluate the effectiveness of the instruction and the course of instruction.

RESULTS:

The Missouri Police Chiefs Association completed the Drug Impairment Training for Educational Professionals. The goals for this project were met by providing education on the detection and awareness of impaired students that might interrupt daily operations of a school campus and to prevent students from driving impaired. The goals were met by utilizing a certified law enforcement official with extensive drug knowledge and also a Drug Recognition Expert.

The program was scheduled by the training coordinator of the Missouri Police Chiefs Association in ten locations around the state. Those in attendance consisted of school nurses, school administration, school staff members and school based law enforcement officers. A total of 392 individuals attended the training. The training was held in Jefferson City, St. Charles, Kansas City, Cape Girardeau, Springfield, Lee's Summit and Kirksville. The Springfield area was targeted heavily due to school and law enforcement requests for the training.

This program was well received in each location. Most of the areas made formal requests that the training be rescheduled so more educators and nurses can attend. The attendance/critique documents clearly indicate positive results of the program and are on file at MPCA for each course.

FUNDING:

\$34,012.93

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

DOR Appeals/IID Requirements

PROJECT NUMBER:

10-154-AL-87

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

MO Dept. of Revenue

AGENCY CONTACT:

Mr. Charles Gooch

PROJECT DESCRIPTION:

The Department of Revenue will employ one (1) FTE Legal Counsel in the General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, at its Jefferson City office. The Legal Counsel is to be exclusively assigned case files involving intoxication-related license actions on appeal with the Missouri appellate courts.

The Department will employ one (1) FTE Paralegal position in the Department of Revenue, General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, whose dedicated function will be to serve as limited and restricted driving privilege reviewer for all applications requiring installation of an IID, and as IID coordinator for all legal issues regarding IID in the state of Missouri.

PROBLEM IDENTIFICATION:

Under a longstanding Memorandum of Understanding between the Missouri Department of Revenue and the Missouri Attorney General's Office, all driver license suspension, revocation, and denial appeals to the Missouri Courts of Appeals and Missouri Supreme Court were referred to the Attorney General for representation of the Department of Revenue. DOR occasionally handled a few appeals if the Attorney General requested. Specifically, most of the appeals involve section 302.500, RSMo administrative alcohol or section 577.041, RSMo chemical refusal driver license suspension or revocation issues.

In January 2009 the newly elected Attorney General changed that arrangement and decided to no longer take primary responsibility for the Department of Revenue's representation in such appeals. DOR has assumed this obligation except for a provision in the parties' MOU that permits the Attorney General the option (not exercised to-date) to handle appeals in the Missouri Supreme Court, or such other appeals as he may see fit.

The new arrangement has increased the appellate caseload on DOR attorneys from an approximate average of 6 active cases at any given time, to the present and growing caseload of 54 active appellate cases, pending in all three Missouri appellate districts (located in Kansas City, St. Louis and Springfield).

As a stopgap measure, the DOR General Counsel has been spreading these appeals among attorneys throughout the Department, adding them to the attorneys' regular caseloads. The attorneys in DOR's Transportation Section are trial attorneys, and few have any appellate experience. And appellate cases typically require a significant amount of time to prepare and provide proper representation (from research, to record preparation, brief writing, editing, oral argument preparation, travel, argument, and post-opinion motions). The new appellate tasks are very difficult for the attorneys to handle, in light of both the severe experience gap and caseload management.

Vigorous representation of the Department on appeal is crucial, as these cases set the case law precedent for the majority of issues involved in Missouri intoxication-related traffic offenses and related license sanction actions. In addition, case law precedent in Missouri criminal cases for some issues, such as probable cause to arrest, is also set in the Department's appellate cases. It is imperative that the Department has the resources and ability to provide adequate and competent legal representation in these cases.

In addition to the appeals cases, the Department of Revenue will be responsible for the administrative licensing requirements of the Ignition interlock program that became effective on July 1, 2009 pursuant to Senate Bills 930 and 947, which passed in the 2008 legislative session. Installation of an ignition interlock device (IID) will be required for certain repeat alcohol-related traffic offenders for license reinstatement and for issuance of certain limited and restricted driving privileges. The provisions of sections 302.304, 302.309, 302.525, 577.041, and 577.600, RSMo were amended. Previously, drivers could only be required to have an ignition interlock device installed as a condition of a limited privilege or reinstatement by court order under section 577.600, RSMo. With the new legislation, limited and restricted privileges requiring an IID may now be issued directly by the DOR, without a court order. However, as a new function, the Department does not have the funding or resources required to handle such requests. Significant, too, drivers subject to a ten-year license denial under the provisions of 302.060(8)(a), RSMo, (i.e., those who have demonstrated a greater propensity to combine alcohol consumption with vehicle operation) must make an evidentiary showing for any limited driving privilege request, as follows:

Such person shall present evidence satisfactory to the court or the director that such person has not been convicted of any offense related to alcohol, controlled substances or drugs during the preceding three years and that the person's habits and conduct show that the person no longer poses a threat to the public safety of this state.

This is also required for drivers under a five-year license denial for multiple DWI convictions, as a prerequisite for issuance of a limited driving privilege after they have served the first five years of their denial, if otherwise eligible.

The DOR currently does not have an employee(s) or means available to accept evidence or to make a legal determination as to whether a subject meets the criteria. Accordingly, such drivers will again have to go to court for their application, circumventing one of the key benefits of the new law—administrative issuance and control over not only the LDP, but the maintenance of the IID as well. This is critical to effectively implement the new law and realize the potential offered by the new IID provisions.

The primary advantage of the new Ignition Interlock legislation is that it will shift control of IID devices from Missouri courts to DOR. This is a new function for the Department and a unique opportunity to assume a controlling position to review initial applications for LDPs and RDPs, and to continuously monitor and track statistics on the scope and effectiveness of the new IID law.

GOALS AND OBJECTIVES:

GOALS:

The goals of this project are:

- 1) To provide dedicated, effective, and knowledgeable legal representation for the Department for alcohol-related license appeals to the Missouri appellate courts;
- 2) To properly and effectively implement the provisions of the new administrative ignition interlock provisions for repeat intoxication related offenders;
- 3) To provide a quasi-legal forum for the Department of Revenue to accept and consider evidence of the habits and conduct of habitual offenders, as required under 302.309.3(8)(a) and 302.309.3(8)(b) limited driving privilege applicants (five and ten-year denials) prior to issuance;
- 4) To provide a DOR employee with legal training to report, track and monitor applications for limited and restricted driving privileges requiring proof of installation of an approved ignition interlock device (IID), in order to measure the effectiveness of the new IID law; and
- 5) To provide a DOR employee to track, monitor and prepare statistical reports on the number of individuals required to maintain proof of installation of IIDs for either limited or restricted driving privileges, and for license reinstatement.
- 6) Work with local prosecuting attorneys offices throughout the state of Missouri under the supervision of, and at the direction of the DOR Managing Counsel, Transportation Section, to coordinate DOR efforts to prosecute section 577.041 RSMo, chemical refusal license appeal cases, including compiling statistical data for all chemical refusal license actions imposed by the DOR.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

APPEALS:

Monitor and track appeal outcomes to determine whether there is an increase in positive outcomes for the Department on impaired driving related appeals.

Review periodically the quality of the appellate work produced by the Department to assure that it is consistent and correct.

CHEMICAL REFUSAL LICENSE APPEALS

Track statistics on a quarterly basis to determine if the success rate for favorable outcomes for the Department are being achieved, and how they compare to "win" rates currently achieved for administrative alcohol license suspension appeals.

Interview local prosecuting attorneys and court staffs and evaluate their feedback to measure the positive impact of assistance provided by the paralegal.

RESULTS:

Appeals Attorney Position

A full-time Appeals Attorney position was created within the Department of Revenue, General Counsel's Office to represent the Department in appeals to the Missouri Court of Appeals, including the Supreme Court, involving alcohol-related legal issues. A dedicated, experienced attorney, with prior experience was hired at an entry level job classification of Legal Counsel. Appellate experience in the Missouri Court of Appeals was a necessary prerequisite for this position, as opinions from these courts establish case law precedent for both criminal and civil prosecutions involving alcohol-related traffic offenses.

The Appeals Attorney entered assumed primary responsibility and supervision over nearly 50 cases then actively on appeal to the various districts of the Court of Appeals which had been transferred from the Attorney General's Office. The vast majority of the cases now handled by the Department involve alcohol-related issues, either as appeals of §§ 302.500 - 302.540, RSMo Administrative Alcohol license suspension or revocations, or Chemical Refusal revocations under § 577.041, RSMo. The Department, as Appellant in a number of these cases, was able to select key cases where the facts and judgment would best serve as a "test" case to potentially strengthen the State's position for prosecuting of alcohol-related actions. In other cases, the Department was named as Respondent, and required to defend appeals filed by alcohol offenders contesting trial court decisions upholding alcohol-related license suspensions or revocation actions.

The Appeals Attorney conducted extensive legal research; drafted court briefs and other pleadings; and presented oral argument before the Missouri Court of Appeals in its eastern, western and southern districts.

The Appeals Attorney also created a system to monitor and track the progress of the appeals cases within the General Counsel's Office Case Management system, and prepared updated reports for weekly appeals meetings. Attendance at the meetings includes the Department's General Counsel and Director of Legal Services, and the Managing and Senior Counsels for the Transportation Section. The status of pending appellate cases and "new" cases for potential appeal are reviewed and discussed. The meetings serve as an excellent forum for the development of strategies on how to best address the relevant legal and factual issues involved in these appellate cases.

The Department also dealt with a large number of appeals filed both by and against the Department in all three districts of the Court of Appeals, dealing with the impact of Executive Order 07-05 on Missouri's evidentiary Breath Testing Program. As of September 30, 2010, the number of these "Executive Order" appeal files open in the General Counsel's Office and on active appeal totaled over 70 cases. The Appeals Attorney was responsible for compiling the records on appeal, and for coordinating efforts with the General Counsel for briefing and oral argument. This is a significant and continuing effort, as the issues to be decided by the Court of Appeals have the potential to determine whether or not evidentiary breath test results are admissible for use in administrative alcohol license actions and alcohol-related criminal prosecutions.

The creation of the Appeals Attorney position enabled the Department to dedicate a highly trained and knowledgeable legal professional to research, brief, argue and monitor cases on appeal to the Missouri Court of Appeals involving alcohol-related legal issues. The result has been a more focused, reasoned and coordinated effort to pursue and defend appeals bearing on issues crucial to the effective prosecution and sanction of alcohol-related traffic offenders.

Paralegal--Limited Driving Privilege and Ignition Interlock Coordinator

A full-time Paralegal position was created in the Department of Revenue, General Counsel's Office to review and monitor alcohol-related traffic offenders. For the first time, this position enabled the General Counsel's Office to isolate and review all court petitions served on the Director of Revenue requesting § 302.309, RSMo Limited Driving Privileges (LDP) and reinstatement on § 302.060, RSMo Five- and Ten-year license denial cases. The targeted population this year was repeat alcohol or drug-related traffic offenders who clearly pose the greatest threat to public safety. Placement of the position in the Jefferson City office was critical, as all petitions for court-ordered LDPs and reinstatement for repeat offenders require service on the Director at this office. The Paralegal daily receives and reviews all Petitions for Review and for LDPs, and then has a legal file opened in the General Counsel's Office, and a licensed Department attorney assigned to the case. The Paralegal then conducts a detailed search of the Department's Missouri Driver License database (MODL); the U.S. federal court database (PACER); and the Missouri state court database (CASNET) to check the criminal history of the applicant for any traffic or non-traffic alcohol or drug related offenses.

As time and resources permit, the Paralegal also works in conjunction with the Missouri State Highway Patrol to review arrest histories for these applicants. The Department has also attempted to access the more comprehensive criminal history databases maintained by the Federal Bureau of Investigation (FBI) and the Missouri State Highway Patrol, however, a lack of funding and specific legal authority have frustrated these efforts. Despite these limitations, the Paralegal conducted background checks for a total of 1,240 new cases involving LDP applications or reinstatement on five- or ten-year denial actions by repeat alcohol offenders for fiscal year 2010 (March, 2010 through October, 2010), for an average of 155 per month.

The Paralegal position has also, for the first time, enabled the Department to create programs and processes to continually monitor and track repeat offenders granted a LDP throughout the term of the LDP. This permits the Department to work closely with courts around the state to ensure that these offenders maintain the requirements for their limited privileges, namely, proof of installation of an Ignition Interlock Device (IID) and financial responsibility with the Department. Where noncompliance is found, the Paralegal flags these files for immediate administrative termination of the LDP on Department records, and refers the legal file to a Department attorney to seek termination of the limited driving privilege order in the issuing court.

The 2010 fiscal year saw the passage of H.B. 1695, effective August 28, 2010, which for the first time granted circuit courts in the state the ability to create special "DWI Courts" or "dockets" to handle certain repeat alcohol offenders and issue LDPs to those otherwise ineligible under the provisions of § 302.309, RSMo. As of October 2010, there were eight DWI Courts approved by the Missouri Drug Court Coordinating Commission, these courts being located in St. Charles, Montgomery, Warren, Franklin, Greene, Butler and Ripley counties. The Department, deeply concerned about granting repeat alcohol offenders limited privileges, instituted a new process commencing September 2010, to review these applications and to monitor their outcome. To date, the Department has been served with and filed special responsive pleadings in over 60 cases, the majority filed with the St. Charles County (36) and Greene County (16) DWI courts.

The Paralegal reviews the DWI Court LDP applications as they are served; conducts criminal and license history background checks; opens a legal file and assigns a Department attorney to each case. The Paralegal also operates as a contact person for the Department for the various DWI Courts, responding to inquiries regarding Ignition Interlock Device (IID) and financial responsibility filings and requirements. Significantly, the Department views this as a vital component in the developing DWI Court program, as the availability of a LDP in this context is designed to operate as an incentive to encourage repeat offenders to participate in DWI Court programs. The Department desires to make every effort to closely monitor these offenders (something the DWI Courts do not always have the resources or time to do), and the Paralegal position enables it to do so. It is expected that the number of DWI Court applications will greatly increase over the next several years, too, as more DWI Courts are established, which will require an even greater amount of monitoring by the Department.

Commencing in fiscal year 2010, the Paralegal also assumed duties previously performed, in part, by members of the Drivers License Bureau of the Department of Revenue, regarding Ignition Interlock Device (IID) installations. This required additional training for the Paralegal, which included attendance at special training sessions covering IID installation and operation, to enable the Paralegal to field inquiries from offenders, courts and IID service providers. This specialized training has enabled the Department to assume a greater role in monitoring these offenders to better protect the public safety.

The creation of the Paralegal position has enabled the Department the ability to provide a dedicated, trained legal professional to review and engage in ongoing monitoring of all applications by repeat alcohol offenders for limited driving privileges and reinstatement. Beginning this year, the Department now has the ability to track and compile statistical data regarding administrative IID installations statewide, resulting from the passage of S.B. 930/947, effective July 1, 2009. With the Paralegal position, the Department is also able to shoulder additional responsibilities added by the passage of H.B. 1695 for issuance of LDPs by new DWI Courts to repeat alcohol offenders previously ineligible for such privileges.

FUNDING:

\$109,466.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Statewide DWI Enforcement

PROGRAM AREA:

03

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Missouri Safety Center

PROJECT NUMBER:

10-K8-03-95

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Law Enforcement

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Through this grant the Missouri Safety Center will provide officer overtime enforcement mini-grants to law enforcement agencies for impaired driving enforcement efforts for fiscal year 2010. This grant will enhance the DWI efforts of smaller local/county law enforcement agencies not participating in DWI Enforcement through a yearly contact with the Highway Safety Division -MoDOT.

This grant will concentrate on four basic enforcement efforts.:

1. Low-manpower and regular checkpoints on targeted roadways that are known routes for impaired drivers. This includes county areas where youth gather to drink, such as, alternate roadways to primary routes within a county or city.
2. High-manpower checkpoints at major roadways that have demonstrated high rates of alcohol related crashes, but limited enforcement due to traffic volume.
3. Saturation Patrols / Wolfpack enforcement operations in areas with high rates of alcohol related crashes.
4. Seasonal or special needs locations where additional enforcement on specific roadways will yield high DWI arrests.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2004-2006 period, 524,619 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.7% involved someone being seriously injured. During the same time period, there were 25,889 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 839 people were killed and another 4,132 were seriously injured. It is also important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 839 people killed in alcohol and other drug-related traffic crashes, 61.3% were the intoxicated driver/pedestrian and 38.7% were some other involved party. Of the 4,132 seriously injured, 59.2% were the intoxicated drivers/pedestrians while 40.8% were other persons in the incidents.

Of all 2007 Missouri traffic crashes, 4.8% were drinking related and of all fatal traffic crashes, 25.3% were drinking related. In 2007:

- One person was killed or injured in drinking-related traffic crashes every 1.7 hours,
- Of all drinking-related traffic crashes, 59.7% occurred on the weekend and 64.2% occurred between 7:00 PM and 2:59 AM,
- 243 persons were killed and 4,889 were injured in drinking-related traffic crashes. Of those, 46% occurred in urban settings and 54% occurred in rural settings,
- Of the drinking-drivers of motorized vehicles, 78.6% were male and 21.4% were female with the average age of a drinking driver being 33.6 years.

GOALS AND OBJECTIVES:

Goal:

To reduce DWI crashes by 2% in those locations where enforcement efforts are conducted.

Objective:

Provide smaller law enforcement agencies with the resources to pay officers, dispatchers, and booking officers overtime for high visibility DWI enforcement in targeted locations to increase public awareness and facilitate additional arrests in selected areas throughout the state. These resources will be in the form of mini-grants in the amount of \$300 to \$2500 for up to 225 law enforcement depending on need and demand.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Five statewide DWI campaigns were conducted in FY2010. The dates followed by the number of participating agencies is listed below.

Holiday Mobilization: December 7-13, 2009; 206 participating agencies

St. Patrick's Weekend Mobilization: March 12-14, 2010; 203 participating agencies

Cinco de Mayo Weekend Mobilization: May 5-9, 2010; 217 participating agencies

Fourth of July Weekend Mobilization: July 2-5, 2010; 199 participating agencies

You Drink & Drive, You Lose Mobilization: August 20 - September 6, 2010; 209 participating agencies

Throughout the five statewide campaigns, the following number of statistics were recorded:

Sobriety Checkpoints: 139

DWI arrests: 2385

Speed: 17,005

Seatbelt: 4196

Enforcement hours worked: 34,919

Traffic stops: 85,949

FUNDING:

\$468,950.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

SMART, CHEERS, and Drive Safe/Drive Smart

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

University of MO Curators

PROJECT NUMBER:

10-154-AL-16

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Mr. Zack Odem

PROJECT DESCRIPTION:

PROJECT DESCRIPTION

We propose to address the alcohol and safe driving issues facing college students and the communities they reside in by continuing to implement three programs that have proven successful in creating awareness and behavior change. The unifying theme behind each of the following programs is to educate Missourians, particularly college students, on ways to make responsible decisions regarding alcohol and driving issues. Below is an outline detailing the specific elements of each of the three programs: SMART, CHEERS, and Drive Safe. Drive Smart.

SMART is an online server training course that was originally created by the University of Nebraska-Lincoln through a grant from the Nebraska Division of Highway Safety and Division of Alcohol Control. The University of Missouri-Columbia contracted with University of Nebraska-Lincoln to modify their online course to create SMART.

SMART is effective in that each operating module is very visual and interactive, presenting information in a variety of ways to meet multiple learning styles. The tone is conversational, supportive, and friendly even when the focus is on consequences. The module content and presentation accommodates a wide variety of educational backgrounds. There are links to relevant laws, policies, and web sites for participants to gain further knowledge on the subjects. Self-help and review activities and exercises provide practice and the opportunity to retake quizzes until successful and include hints and tips to facilitate the learning process. Content is presented in small, incremental steps that gradually develop towards more and more complex scenarios.

The SMART online server training (for bars and restaurants) covers the following topics: proper identification, procuring alcohol for a minor, sales and service to intoxicated individuals, and other relevant Missouri alcohol-related laws and consequences. In addition, SMART for retail establishments also covers: distractions in the workplace that may lead to selling to minors, shoplifting, employment of minors, and package alcohol sales requirements.

The program also features a tool where establishment owners or managers can customize policies specific to their establishment, add or remove employees from their establishment's list, and monitor their progress with the program. As of April 15, 2008, three years and five months after SMART went online, it has been used by bars and restaurants in 65 counties and 778 establishments have signed on to use it, with 8,302 employees enrolled. That is an increase of 27% for employees enrolled and 26% for establishments enrolled over the course of the past year. In the year since the launch of SMART for off-premise liquor establishments, it is already being utilized in 57 counties by 186 establishments, with 1532 employees enrolled.

Project CHEERS is a statewide program in which bars, restaurants and nightclubs participating in the program provide free non-alcoholic drinks to the acknowledged designated driver in a group of two or more individuals. Establishment owners across the state who participate in CHEERS play an active role in ensuring the health and safety of their patrons, and put out a strong message in support of designated driver use. The program originated in 1986 as an initiative for the Columbia area, but because of its success CHEERS eventually expanded statewide where there are now over twenty campus and community chapters and approximately 300 participating establishments.

CHEERS is designed to promote the designated driver concept, and to provide designated drivers with free non-alcoholic beverages as a way of thanking them for being responsible for their friends. Each chapter is furnished with handbills explaining the program, and wallet cards that include a list of participating bars within that community to hand out to students on their campus. They also have a number of promotional items available to them free of charge. In addition to being distributed to college students, these items are distributed to bars and restaurants to create interest and awareness of the program.

Drive Safe. Drive Smart. was created in 2004 as a way to address a wider range of traffic safety topics with the college students in Missouri. Our other program put an emphasis on impaired driving, but Drive Safe. Drive Smart covers that along with distracted, drowsy, and aggressive driving, speeding, and the importance of safety belt use. All PIP campuses participate in DSDS, and has a variety of educational materials and traffic-safety promotional items available to them to promote responsible driving through awareness and education.

Another large component of the Drive Safe. Drive Smart. program is the Battle of the Belts competition, which is a safety belt usage competition among the thirteen participating campuses. An observational seat belt survey is conducted by the Missouri Safety Center at the beginning of the school year. In the six weeks following the first survey, each campus implements a Drive Safe. Drive Smart. educational blitz. Six weeks after the first survey, a second is conducted with all controllable factors (day of week, location, time of day) the same to determine the change in seat belt usage among the students.

PROBLEM IDENTIFICATION:

During the 2007-2008 academic year, almost 34% of college students at Missouri public institutions of higher education consumed five or more drinks in a two-hour period, otherwise known as binge or high risk drinking (see Appendix A). It is estimated that 600,000 students between the ages of 18-24 are unintentionally injured under the influence of alcohol each year (Hingson, Heeren, and Zakocs, 2005). Almost half of all college students nationwide binge drink (defined as five or more drinks at one sitting for men, four or more drinks for women) according to the Harvard School of Public Health (2002) and the Core Institute (2001). Students who binge drink are more likely to damage property, have trouble with authorities, suffer academically, have hangovers, and drive while intoxicated (Wechsler, 2002). Thirty-three percent of all students (41.1% of drinkers) at Missouri public colleges and universities reported driving under the influence of alcohol or other drugs within the past year (Appendix A).

Recent research indicates that about one-third of college students drink for the purpose of getting drunk. According to the United States Office of Substance Abuse Prevention (OSAP), it is estimated that between 240,000 and 360,000 of today's college students will eventually die of alcohol-related causes. Over 1,700 college students ages 18-24 die from alcohol-related injuries, including motor vehicle crashes, each year (Hingson et al, 2005). Fifteen years ago, students spent \$5.5 billion each year on alcohol, which is approximately one third of a college student's discretionary money, and that number continues to increase (Center on Addiction and Substance Abuse, CASA, 1994). It is estimated that 40% of academic problems, 29% of drop outs, 80% of vandalism, 90% of Greek hazing deaths, and 90% of date rapes are alcohol or other drug related (CASA, 1994).

In 2007, one person was killed or injured in drinking related traffic crashes every 1.7 hours in the state of Missouri. Motor vehicle crashes in the state cost Missouri over \$3.5 billion in economic loss in 2007 (Missouri Traffic Safety Compendium, 2007). The primary cause of death for persons between the ages of 1 and 34 is traffic accidents, and alcohol consumption has been found to be a leading contributor to those accidents (Hingson, 1993; MADD, 1997). Missouri had a 16.1% increase in fatal drinking-related traffic crashes from 2004 to 2005 (Missouri Traffic Safety Compendium, 2005), though that number decreased 5.1% in 2006, and decreased 2.2% in 2007. The average alcohol related crash costs the public an estimated 3.3 million dollars in various costs (Pacific Institute for Research and Evaluation, 2002).

The proportion of traffic statistics specifically involving Missouri youth is extremely alarming. Individuals under the age of 21 were involved in 27.7% of all the 2007 traffic crashes in Missouri and 19% of all fatal traffic crashes. Also in 2007, a person was killed or injured in young driver related traffic crashes every 30.2 minutes in Missouri. Almost thirty-three percent of these crashes took place on Friday and Saturday. That same year, in 46.7% of the young driver related fatal traffic crashes, the driver was either exceeding the speed limit or driving too fast for conditions, which contributed to the cause of the crash. In 18.6% of these fatal crashes, the young driver's drinking condition contributed to the cause of the crash. Unfortunately this number is up over 3% from 2006. In addition, young drivers accounted for 185 fatalities in motorized vehicles and 17,247 personal injuries (Missouri Traffic Safety Compendium, 2007).

College students' behavior is shaped by their environment, so if we want to change their behavior, we need to change that environment. High risk drinking exists largely because college students live in an environment that promotes such behavior. According to Dr. William DeJong, of the United States Department of Education's Higher Education Center on Alcohol, Drugs and Violence Prevention in Higher Education, there are five primary factors that contribute to the formation of this environment:

1. The widespread belief that high risk drinking is normative
2. Alcohol is abundantly available and inexpensive
3. Liquor outlets use aggressive promotions
4. Laws and policies are not consistently enforced
5. Students have a great deal of unstructured free time

Colleges and universities need to use multiple strategies focused on creating an environment that encourages and supports students to make good choices about alcohol and proactively addressing the above-mentioned factors. When colleges work with their surrounding communities to decrease alcohol-related problems, both benefit. As was recommended in the Higher Education Center for Alcohol and Other Drug Prevention publication *Be Vocal, Be Visible, Be Visionary*, environmental management is a vitally important strategy in effective alcohol abuse prevention. Environmental management encourages college officials to work to change the campus and community environment through an integrated combination of programs, policies, and public education campaigns.

Over the years, prevention professionals have attempted to decrease the abuse of alcohol and other drugs by focusing on changing students' behavior by teaching them how to make responsible decisions. This approach is a good start, but it is insufficient in isolation. No matter how well a student is educated to make a responsible decision, if the environment around him/her includes easy access to alcohol, few consequences to drinking alcohol, then how can we hope to have students make good decisions about alcohol? "College officials cannot expect students to say 'no' to binge drinking and other drugs use when their environment tells them 'yes'" (Environmental Management, Higher Education Center for Alcohol and Other Drug Prevention, 1998).

Addressing environmental influences on student alcohol-related behavior is no quick fix, and as a long-term strategy it

demands permanent infrastructure to be effective. Environmental strategies demand that prevention efforts move beyond the campus into the broader community. By working with local bar and restaurant owners, colleges can work to curb alcohol availability and access to students who are underage or intoxicated.

The city environment plays a role in binge drinking. According to *Taking up Binge Drinking in College: The Influences of Person, Social Group, and Environment*, a study by the Harvard School of Public Health, college students "who reported that they were exposed to wet environments were more likely to engage in binge drinking than were their peers without similar exposures" (CAS, 2003). In this case, a "wet" environment refers to any place where drinking is an accepted part of the culture and alcohol prices are low.

The Higher Education Center wrote in their 1997 bulletin entitled *Binge Drinking on Campus: Results of a National Study*, "The best on-campus policies cannot succeed if off-campus retail outlets continue to serve alcohol to underage or intoxicated students. Efforts need to be made to reach out to local officials to invite their participation in developing a comprehensive and community-wide approach to this problem."

Decreasing the number of underage drinkers and already intoxicated people being served alcohol is crucial in making our communities safer. Serving alcohol safely benefits everyone and should be of mutual interest to all. Customers benefit from being patrons of a safer environment because it enhances a positive social outing. Bar and restaurant owners benefit by decreasing their liability and improving their business by creating a social climate that attracts customers. Colleges and universities benefit by helping to protect the safety and well being of their students. Communities benefit from reducing alcohol-related problems.

One of the most important ways to create and enhance safe environments is to train the servers and sellers of alcohol on how to serve it in a safe, responsible and legal manner. Considerable research demonstrates that a well-implemented, responsible beverage service program can be effective in reducing the sale of alcohol to intoxicated persons and in preventing impaired driving (Pacific Institute for Research and Evaluation, 1999). While drunk driving is the nation's most frequently committed violent crime (MADD, 1996), it is not the only issue affecting the safety of our roadways. In addition to drinking and driving issues, distracted driving, such as talking on cellular phones, lighting cigarettes or other tobacco products, or reaching for items in the vehicle can lead to traffic crashes, many of which have tragic and fatal outcomes.

According to Donna Glassbrenner with the National Highway Traffic Safety Administration research, wireless or cellular phones are the most common potentially distracting devices owned by drivers, and driver cell phone use has been increasing in recent years. In 2005, cell phone use increased by 2% among both female drivers (6% in 2004 to 8% in 2005), and drivers ages 16-24 (8% in 2004 to 10% in 2005) (Glassbrenner, 2005).

In the findings of the 2002 National Survey of Distracted and Drowsy Driving Attitudes and Behaviors, cell phone and other distracters can increase a driver's probability of crash involvement. Drivers under age 30 are more likely to have been involved in such a crash, with 3% of all drivers this age having been in a crash they attribute to wireless phone use. According to the Harvard Center of Risk Analysis, cell phone use contributes to an estimated 6% of all crashes, which equates to 636,000 crashes, 330,000 injuries, 12,000 serious injuries and 2,600 deaths each year.

Unfortunately, youth drivers make up a disproportionately large number of the drivers in distracted driving crashes. Approximately 985,000 drivers under age 21 were involved in a distracted-driving crash. This is 13% of all drivers involved in a crash, yet youth drivers make up just 6% of the driving population. Similarly, about 1.7 million drivers in their 20s had a distracted-related crash, which is 23% of all involved drivers, but just 13% of the driving population (National Survey of Distracted and Drowsy Driving Attitudes and Behaviors, 2002). Comparing this information with the NHTSA's research indicating increases in young driver cell phone use, we fear these statistics will only get worse.

The Missouri Traffic Safety Compendium lists seat-belt usage by drivers and passengers as one of the best ways to prevent death and personal injury. A driver in a Missouri 2007 traffic crash had a 1 in 3 chance of being injured and a 1 in 32 chance of being killed if they were not wearing their seatbelt. According to the 2007 compendium, 6.5% of college-age students (15-25 years) who were involved in traffic crashes were not wearing their seatbelt. In addition, 35.9% of those drivers involved in Missouri traffic crashes who were intoxicated (drinking alcohol) were not wearing their seat belts.

Clearly, the issues of distracted driving, drinking and driving, and seat belt use are significant issues for the college students of Missouri. Partners In Prevention, through its network of state colleges and universities, would like to continue to address these issues in order to assist in creating safer roads for all Missourians through the development of a training program, educational campaigns, and a statewide social norming print media campaign.

ABOUT PARTNERS IN PREVENTION

Historically, the Missouri institutions of higher education had little money dedicated to the issue of alcohol and other drug

abuse prevention. The responsibility of alcohol and drug abuse prevention was typically delegated to existing staff members who often had little training in alcohol and other drug abuse issues. Little money was allocated to send these professionals to conferences to seek further training on alcohol and other drug abuse prevention issues.

Until recently, no opportunities existed to network with other prevention professionals to share ideas and concerns. In addition, little training or formal discussion program existed for professionals and student peer educators on helping students make responsible choices such as driving without distraction or aggression, getting proper sleep, and understanding other safe driving behaviors. In addition, law enforcement and judicial officers, who enforce laws and policies, had little support to provide adequate education and enforcement operations to the campuses and communities.

These already busy professionals had little extra time to create and maintain a comprehensive prevention effort. There was minimal time, skill, and money to conduct research on students' alcohol and other drug usage behaviors and consequences. Insufficient money existed to create on-going prevention activities for students or to train peer educators who could serve as an integral part of a successful prevention program.

The lack of adequate funding will remain a problem until the issue of alcohol and other drug abuse gets on the "front burner" of upper administration. However, without research and high profile prevention programs, it is unlikely the issues will come to the forefront.

In order to address this problem, the Partners in Prevention (PIP) coalition was established through financial support from the Missouri Division of Alcohol and Drug Abuse and the United States Department of Education. PIP is a statewide coalition focused on preventing high-risk drinking among Missouri college students. The coalition is composed of representatives from each of Missouri's 13 state colleges and universities and has been underwritten by grants from the U.S. Department of Education and the Missouri Division of Alcohol and Other Drug Abuse.

Currently, the coalition is mainly funded by the Missouri Division of Alcohol and Drug Abuse. In an effort to create a broad, effective network of prevention advocates, PIP has partnered with several state agencies. PIP works with representatives from the Missouri Department of Alcohol and Tobacco Control, the Missouri Division of Alcohol and Other Drug Abuse, and the Missouri Department of Transportation Highway Safety Division.

This collaboration is essential for statewide prevention efforts. PIP's mission is to create a campus, city, and state environment that supports responsible decision making in regards to alcohol by the college students who attend the public higher education institutions in the state of Missouri. PIP's focus is on lowering the binge-drinking rate on Missouri college and university campuses. These goals include:

1. To establish an ongoing, supportive, interactive, and cooperative relationship for individuals working on alcohol and other drug abuse issues within the higher education institutions from around the state
2. To facilitate research on alcohol and other drug abuse patterns and resulting consequences for each institution and on a statewide basis
3. To provide ongoing training opportunities for higher education professionals and students on the effective prevention of alcohol and other drug abuse among Missouri college students
4. To effect environmental change on campuses and in the communities
5. To provide guidance for policy refinement

In order to achieve the goals of the program and include policy development and enforcement in the solution to these problems, the Partners in Environmental Change coalition was developed in 2002. This sister-coalition to Partners in Prevention empowers law enforcement and judicial officers to create an environment that supports responsible and healthy decision making by the development of laws and policies, education about these standards, and enforcement of the laws and policies developed. After a student is educated about any health topic, such as driving behaviors, it is important that the environment (college or community) where that student resides supports healthy choices. In a sense, the Partners in Prevention coalition represents the backbone of these efforts.

Since its inception in 1999, the Partners in Prevention coalition has forged partnerships to create training opportunities and resource development with agencies and organizations as the Missouri Division of Alcohol and Drug Abuse, the Missouri Department of Transportation Highway Safety Division, the Missouri Department of Health and Senior Services, and the Missouri Division of Alcohol and Tobacco Control. Other training partners include ACT Missouri, Missouri Youth Adult Alliance, the National Guard, the Law Enforcement Training Institute, the Office of Juvenile Justice and Delinquency Prevention, Regional Community Policing Institute-Missouri Western State College, the National Highway Traffic Safety Administration Regional Office-Kansas City, the University of Missouri-Columbia Truman School of Public Affairs, the Missouri Highway Patrol, the Missouri Water Patrol, and the Pacific Institute for Research and Evaluation. In the last five years, Partners in Prevention has expanded their focus to include issues such as underage drinking, law enforcement, community coalitions, and tobacco. In the past three years, Partners in Prevention has expanded its focus to include a greater emphasis not only on binge drinking, but also on traffic safety, specifically drinking and driving and serving of intoxicated patrons. The need exists to continue this commitment and partnership.

In order to address the serious problems of drinking and driving, binge or high-risk drinking, Missouri's statewide prevention coalition—Partners in Prevention—will be enhanced through financial support from the Missouri Department of Transportation Highway Safety Division. Financial support for the annual statewide prevention conference, Meeting of the Minds, training and tools for year-long programming at each of the thirteen Partners in Prevention institutions, and financial support for continued implementation of a statewide safe driving campaign called "Drive Safe. Drive Smart." is needed.

The Partners in Environmental Change consortium is a strong coalition of the law enforcement and judicial officers from PIP campuses and the surrounding communities. These agents can work to enforce laws related to safe driving behaviors and reinforce the need for students and community members to buckle up, drive without distraction, and refrain from driving after drinking any amount of alcohol. Through educational and enforcement checkpoint operations, campus and community law enforcement will become part of the solution.

GOALS AND OBJECTIVES:

GOAL 1: Continue implementation of an online Responsible Beverage Server Training program called SMART (State of Missouri Alcohol Responsibility Training) that will help increase the skills, knowledge, and awareness of individuals engaged in the sale and/or service of alcohol in the bars, restaurants and liquor stores in Missouri, thus reducing alcohol-related problems occurring at the point of sale.

Target Population

Owners, managers, and employees at all "retail by the drink" establishments and off-premise liquor license holders in the state of Missouri are targeted as potential participants in the SMART program.

Outcomes

1. Decrease illegal alcohol sales to minors in bars, restaurants and liquor stores in Missouri
2. Increase the number of alcohol servers and sellers that have successfully passed the server training program
3. Decrease the number of people being over-served alcohol in bars, restaurants and liquor stores in Missouri
4. Decrease the harms associated with the abuse of alcohol in Missouri

Objective 1: Assist sellers and servers of alcoholic beverages in reducing alcohol related problems in their bars, restaurants and liquor stores

Strategies

1. Increase the servers/sellers knowledge and awareness of state and local alcohol laws and policies
2. Increase the servers/sellers knowledge and awareness of the management policies and procedures
3. Increase the incidences and effectiveness of servers/sellers who check the ID of individuals who look to be of questionable age and do not sell or serve alcohol to minors
4. Increase the awareness and understanding of servers and sellers as to the consequences of serving alcohol to an intoxicated customer and thus influencing them to refuse service to that customer

Objective 2: To provide an affordable, time efficient, effective and easily accessible server training program for all server and sellers of alcoholic beverages in Missouri

Strategies

1. Provide an interactive online training with videos, self-checks, and self assessment
2. Provide an ability to easily access this training through the internet 24 hours per day, 7 days per week
3. Provide this training free of charge to the server and for the bar/restaurant/liquor store owner
4. Provide feedback upon completion of the SMART program to the trainee, the establishment owner and to Missouri Division of Alcohol and Tobacco Control

Objective 3: To provide a collaborative relationship between the Division of Alcohol and Tobacco Control, Missouri Partners In Prevention, Missouri Partners In Environmental Change, MoDOT Division of Highway Safety, the University of Missouri-Columbia Wellness Resource Center, Columbia Police Department, University of Missouri-Columbia Police Department, the Missouri Beer Wholesalers Association and the bar, restaurant, and off-premise liquor establishment owners in Missouri.

Objective 4: To market the availability of the program to include every bar, restaurant and liquor store in the state

Strategies

1. To continue to meet with, facilitate and utilize feedback from the SMART Advisory Board composed of representatives from the Missouri Division of Alcohol and Tobacco Control, Missouri Partners In Prevention, MoDOT Division of Highway Safety, the University of Missouri-Columbia Wellness Resource Center, Columbia Police Department, University of Missouri-Columbia Police Department, the Missouri Beer Wholesalers Association, Missouri Petroleum Marketer & Convenience Store Association (MPCA), and the bar, restaurant, and off-premise liquor establishment owners in the State of Missouri.
2. Continue to work with Missouri Partners In Prevention (PIP) to ensure effective communications with the bar and restaurant communities in each of the thirteen communities within PIP.
3. Regularly attain updated database of liquor license numbers from the Missouri Division of Alcohol and Tobacco Control and update SMART database to include any new establishments and remove those who have closed.
4. Continue to work with entities and organizations that work closely with eligible establishments such as Alcohol and Tobacco Control, local coalitions, Missouri Petroleum Marketers & Convenience Store Association (MPCA), Missouri Beer Wholesalers Association, local police departments, county clerks, etc. in an effort to better market the SMART program.

GOAL 2: Continue successful implementation of the CHEERS to the Designated Driver program, whose purpose and mission is to decrease the number of Missouri citizens who drink and drive and to coordinate community-wide designated driver programs throughout Missouri.

Target Population

The state universities and colleges as well as community groups are targeted as distribution points for program development.

Goals and Outcomes

1. Achieve a designated driver rate of 90% by August 2009
2. Increase the awareness of Project CHEERS 5% by August 2009
3. Increase the number of businesses that are a part of Project CHEERS by 25 before August 2009

Implementation Plan

Efforts will be made to educate students on college campuses throughout the state about issues related to drinking and driving and the importance of promoting the use of designated drivers. Special efforts will be made this year to help students understand what it means to be a designated driver. Too often students drive when they are the least intoxicated person in their group. This is a dangerous misconception. Hard work is necessary to educate students on the true meaning of a designated driver - someone who has not consumed any alcohol at all during the evening. Educational pamphlets and brochures will include the definition of a designated driver. In addition, peer educators will help to spread information about the program through use of pamphlets and brochures at all presentations on the college campuses.

Educational and promotional materials will be created and distributed to each campus for use in promoting designated drivers and discouraging drinking and driving. Promotional items will be used with discretion in order to maximize the funding of this grant.

Also, a CHEERS appreciation month will be implemented in December. December was chosen to carry out the campaign because December is the nationwide Drinking and Drugged Driving Awareness Month. During this month, communities involved in the program will show their appreciation to their local CHEERS establishments. This will be accomplished by information tables in student unions. Each chapter will have business cards and posters listing all of the local CHEERS establishments and explaining the program. The cards will be handed out in each respective chapter and the posters will be placed all over the chapter campus, marketing the program before the holiday season.

Local bars and restaurants in Missouri communities will be recruited to become CHEERS bars by providing free non-alcoholic drinks to the persons who identify themselves as the designated driver. The designated driver must be part of a group of two or more individuals who are consuming alcoholic beverages. In return for their cooperation and participation, Project CHEERS will provide each business with free promotional items including pens, napkins, cups, key chains, coasters, notepads and pins for the wait staff. The use of these items in bars and restaurants have been shown to be one of the best marketing tools for the CHEERS program. The promotional items both encourage establishments to participate in the program, and market to the public the importance of using a designated driver. This could also be used to co-brand with other programs such as SMART, Drive Safe. Drive Smart., and/or MoDOT's Arrive Alive campaign. A statewide poster campaign to encourage designated driving will also be developed and promoted.

Collaboration will also be conducted with student groups across campus (that share similar messages about consuming alcohol and using a designated driver) to promote messages jointly. An example of this would be working together with STRIPES, a campus-wide student-run program that provides MU students a safe ride home anywhere in Columbia during the evening hours of Thursdays through Sundays. Attempts will also be made to reach those students who may be drinking alcohol at locations other than bars to help them ensure that their peers are being driven home by designated drivers. This will be accomplished by listing a CHEERS ad in the University of Missouri's off-campus housing guide and sponsoring an information table at the off-campus housing fair. Both of these are popular with students already living off campus or those moving off campus, so these resources will be great for educating this group about CHEERS.

Objectives and Strategies

1. Distribute materials to chapters on how to create and maintain a designated driver program
2. Provide each campus with educational materials for use in presentations and resource fairs to encourage students to use a designated driver and to define what it means to be a designated driver
3. Work with the Partners in Prevention (PIP) coalition on a state-wide impaired driving social-norming media campaign
4. Contact each of the state public institutions of higher education and many of the private colleges to convince them to enhance their already existing CHEERS program or to start a new CHEERS program

Strategies

- § Initiate monthly contact with each chapter
- § Create a reward/recognition system to encourage participation
- 5. Continue to develop promotions for holidays and special events such as National Drunk Driving Awareness Month (December), Collegiate Alcohol Awareness Week (October), Safe Spring Break (March), Freshman Orientation (Summer), and Project CHEERS Birthday Party (April)

Strategies

- § Create customized posters and business cards listing local CHEERS establishments for each chapter
- § Distribute programming packets to each chapter with information and marketing ideas as well as documents to help recruit establishments and popularize the program among students

6. Continue to develop Project CHEERS promotional and educational items to be used by participating establishments and campuses

Strategies

§ Create and distribute promotional items for use by the participating establishments to increase visibility and encourage the use of CHEERS

§ Create and distribute items that reward establishments for participating in the CHEERS program

§ Provide a training for CHEERS chapters

§ Provide a brochure to distribute at participating establishments to increase knowledge of the program to servers

7. Continue to work with and through the Partners In Environmental Change coalition in an effort to collaborate closely with law enforcement groups and local coalitions in each of the 13 communities to enforce laws and promote the message to use a designated driver whenever alcohol is being consumed

8. Serve as a resource to the local chapters on the creation, planning, and implementation of their prevention efforts

9. Improve the web site for chapter contacts, students and community members to visit that can provide information, statistics on drinking and driving and links to useful local and national information

10. Continue to market CHEERS with Missouri's state wide serving training program, SMART. Both of these programs can be used to increase participation in the other. Establishments that implement CHEERS can be sent information on server training and establishments that use server training can be recruited to utilize CHEERS. The potential co-branding mentioned in the previous section could also help the programs improve each other.

11. Use the CHEERS list-serve to communicate with chapters. It has been invaluable for exchanging ideas among the chapters and for sending documents, saving on postage

12. Build closer working relationships with non-college entities

Strategies

§ Work with Alcohol and Tobacco Control to determine communities that would benefit most from a CHEERS chapter

§ Work with the Mid-Missouri chapter of Mothers Against Drunk Driving (MADD) to create community awareness about drunk driving

13. Continue to utilize the Partners In Prevention (PIP) effort to increase communications with the campuses

Strategies

§ Participate in the monthly PIP meetings

§ Utilize the PIP list serve, newsletter and web page for promoting CHEERS

§ Participate in trainings and conferences

14. Continue to utilize local campus/community coalitions to gain support for the CHEERS program

Strategies

§ Actively seek the establishment of Project CHEERS through campus/community coalitions

§ Communicate with existing coalitions the importance of their participation and continued support

Goal 3: Successfully implement the Missouri Partners in Prevention Drive Safe. Drive Smart. program by educating Missouri college students about distracted, aggressive, drowsy driving, and impaired driving, speeding, and seat belt use.

Target Population

Target population includes prevention professionals, students, and community coalition members at each of the thirteen state institutions involved in the Partners in Prevention statewide coalition.

Outcomes

1. An increase in the number of campus/community coalitions throughout the state that are addressing impaired driving and safety (drinking and driving, distracted driving, and seatbelt use) as a primary issue

2. An increase in the skill level of those students and professionals who participate in training opportunities

3. A decrease in the number of traffic fatalities involving alcohol in each of the communities surrounding the thirteen member campuses

4. A decrease in the number of students driving while intoxicated

5. An increase in the accuracy of students' perception of their peer's drinking and driving and other traffic safety behaviors

Implementation Plan

Partners in Prevention will address distracted, drowsy, aggressive, and impaired driving, speeding and seatbelt use issues on the thirteen participating campuses by providing adequate training to participating members, providing updated resources, assisting in the facilitation of campus-community coalitions, collaborating with the CHEERS to the Designated Program, and continuing the Missouri College Student Health Behavior Survey.

Partners in Prevention holds monthly meetings for its members and their colleagues. Each meeting includes training on issues related to substance abuse, coalition building, and law enforcement. With the development of a sister coalition, Partners in Environmental Change, separate training for law enforcement and leaders of community coalitions are held at the same time as the Partners in Prevention meetings. During the monthly meetings of Partners in Prevention and Partners in Environmental Change, the participants will receive training on traffic safety, and substance abuse. Each spring, Partners in Prevention implements the an annual survey. In spring 2009, PIP implements the Missouri College Student Health Behavior

Survey (CORE Alcohol and Drug Survey has been used in past years) to determine alcohol use patterns and consequences of students on the thirteen public institutions of higher education. Questions regarding drinking and driving, distracted driving, and seat-belt use were also included.

Partners in Prevention currently provides educational materials and resources to the thirteen member institutions. The "Drive Safe. Drive Smart." campaign which includes educational materials, such as brochures and posters, designed in the previous fiscal year will be reprinted and continue to be disseminated. New resources for the campaign will also be developed, using multimedia and web resources. This year, PIP will continue to put a special emphasis on training prevention professionals, student peer educators, and law enforcement to facilitate educational programs and discussions for students on all six topics covered in the Drive Safe. Drive Smart. program.

Partners in Prevention, in cooperation with the Missouri Safety Center, will present the "Campus Battle of the Belts," a seat belt competition between Missouri colleges and universities. The campuses compete to increase seat belt usage among students, thereby saving lives. An observational seat belt survey will be conducted before and after the Drive Safe. Drive Smart. educational blitz to determine the effectiveness of the educational efforts through a change in seat belt usage among the students.

College students are an important target audience as shown in a recent study, conducted by the Missouri Department of Transportation in conjunction with the Missouri Safety Center. Young drivers comprise 11.2% of the licensed drivers, but were involved in 27.7% of the traffic crashes in the state in 2007. In the past three years, 640 young people died in Missouri traffic crashes and approximately 68% were not wearing seat belts.

One person at each campus serves as the main contact for correspondence and information. Special recognition, a plaque, and the "Championship Belt" will be awarded to the campus with the highest overall safety belt use rate and special recognition and a plaque will be also awarded to the campus with the most improved safety belt use rate. The Missouri Safety Center has agreed to provide the technical support and evaluation for the safety belt checks.

Due to the Partners in Environmental Change coalition, each institution of higher education will create or join campus-community coalitions related to high risk alcohol abuse. Partners in Environmental Change program will be instrumental in helping communities design and implement strategic plans which address high risk alcohol use issues, such as drinking and driving.

A social norming campaign, originally developed in fiscal year 2004, will be continued with new social norming data from 2008 and 2009 Missouri College Student Health Behavior Survey information. Though it has been expanded to a multi-poster, handbill and brochure campaign, Partners in Prevention plans to investigate the potential success of a print media campaign, which could include billboards, bookmarks, table tents, and other print items. Training from the National Highway Traffic Safety Administration (implemented in the 2006 fiscal year) on media advocacy will assist the coalition in marketing and promoting the campaign.

Efforts will be made to educate students on college campuses throughout the state about issues related to drinking and driving and the importance of promoting the use of designated drivers. Most importantly educational efforts will include defining a designated driver as someone who has had no alcohol to drink, rather than the least drunk person in the group as it is often interpreted. Educational and promotional materials will be created and distributed to each campus for use in promoting designated drivers and discouraging drinking and driving. Partners in Prevention will continue to promote the CHEERS to the Designated Driver program to define the designated driver and provide social norming statistics to students.

Purpose of a collaborative partnership between the Missouri Division of Highway Safety and Partners in Prevention:

- To use the state-wide coalition of public institutions of higher education in Missouri and relevant state agencies (the Missouri Division of Alcohol and Other Drug Abuse, Missouri Department of Alcohol and Tobacco Control and the Missouri Division of Highway Safety) to collaboratively develop strategies for reducing drinking and driving, increasing seatbelt use, and decreasing other unsafe driving behaviors among Missouri college students. This will be achieved through training, communication, and a statewide social norms campaign on drinking and driving.

- To provide university administrators, campus prevention staff, and students with training and educational materials to understand the dangers of other driving behaviors, such as distracted, drowsy, and aggressive driving and prevention strategies for decreasing these behaviors in the college student population.

- To empower law enforcement on campuses and in communities to enforce laws regarding unsafe driving behavior and to use traffic enforcement operations to reinforce the message about safe driving behaviors.

Objectives and strategies

Objective 1: To use the established communication network among the public institutions of higher education in Missouri and the Missouri state agencies to create effective strategies for addressing the issues of drinking and driving, distracted driving,

and seatbelt use

Strategies

1. Use monthly meetings/workshops of professionals and students from each participating institution and state agencies to discuss relevant prevention issues related to drinking and driving, distracted driving, and seatbelt use
2. Use the Partners in Prevention web site and list serve for on-going communications of coalition members
3. Include drinking and driving and distracted driving prevention education in "Journeys", the quarterly newsletter of Partners in Prevention as well as information about seat belt safety and other traffic safety issues
4. Support the state conference in the spring of each year through funding for educational workshops and keynote speakers for college professionals and student peer educators

Objective 2: To provide on-going training opportunities for professionals and students that address effective environmental management strategies for:

§ Decreasing the abuse of alcohol and other drugs on campus and in the community

§ Preventing drinking and driving and distracted driving

§ Increasing seatbelt use

Strategies

1. Sustain monthly meetings/workshops for professionals and students from each participating institution and state agency to discuss and receive strategy-focused trainings about relevant prevention issues such as alcohol availability, alternative alcohol free programming, existence of mixed messages, policy review, traffic safety and social norming
2. Continue collaboration with the National Highway Traffic Safety Administration to receive media training
3. Work to create a peer education group at the University of Missouri which would, among other things, develop peer programs, help put on events, and encourage their peer group (other college students) to engage in safe driving behaviors. They could also serve as a model to start peer groups on other campuses as well.

Objective 3: To facilitate an evaluation effort that includes needs assessments, establishment of baseline data of students' usage patterns and measuring the effectiveness of policy changes and program implementation over the grant period

Strategies

1. Provide the Missouri College Student Health Behavior Survey (formerly the Core Alcohol and Drug Survey) for each participating campus in order to continually collect baseline data statewide and pre and post testing
2. Provide the Environmental Assessment Instrument created by the US Department of Education for each campus to assess their campus and city environment
3. Provide technical assistance on the evaluation efforts through site visits to each campus as requested

Objective 4: To provide resources that the campuses can access in order to create on-going, creative and effective prevention efforts

Strategies

1. Facilitate idea sharing and collaborative programming possibilities at the monthly meetings
2. Use the Partners in Prevention web site and a list serve to enhance on-going collaborative programming possibilities related to drinking and driving, impaired driving, and seatbelt use
3. Continue to collect baseline data on students at all participating Missouri colleges and universities regarding drinking and driving, distracted driving, and seatbelt use
4. Create resources and other training materials on impaired driving for each of the thirteen member institutions such as posters and brochures on drinking and driving, distracted driving, and seatbelt use
5. Enhance and expand a statewide education and media campaign called "Drive Safe. Drive Smart."
6. Enhance and expand a statewide social norming campaign for college students on distracted driving and seatbelt use, based on data from the Spring 2009 Missouri College Student Health Behavior Survey.

Objective 5: To provide resources to campus and community law enforcement agencies to enforce laws and/or provide education to drivers regarding safe driving behaviors

1. Provide some funding and support for regular safety belt and impaired driving check point operations on Missouri's 13 college campuses and in their surrounding communities
2. Publish a brochure about safe driving behaviors and other materials for law enforcement to distribute to students and community persons during the safety check point operations
3. Implement the 4th Annual Missouri Colleges Battle of the Belts program

EVALUATION:

Evaluation is imperative for measuring the effectiveness of the preceding three programs. Although it is vital to have the assistance of staff and students on the individual campuses to help implement the evaluation, a research assistant is extremely important in coordinating this effort. Most campuses would be unable or unwilling to conduct this research unless they get assistance and consultation from someone with experience in evaluation. The research graduate assistant will help each campus evaluate the effectiveness of the programs in a variety of ways. We are requesting to fund twenty hours per week for this position in order to focus entirely on the evaluation of these programs. The research will confirm and strengthen these programs and enhance recruitment of establishments, colleges and communities. For all of this we are asking the evaluator to coordinate the following:

- Utilize the Missouri College Student Health Behavior Survey to measure seat belt usage, distracted driving, CHEERS awareness, and the number of students who drink and drive. This will allow us to incorporate the results in the social norming campaign for each individual campus.
- Encourage the use of focus groups in each community to evaluate the use and effectiveness of the CHEERS program
- Have each campus contact person evaluate the usefulness of the promotional material, educational material, and communications networks provided
- Evaluate the CHEERS and SMART programs state-wide in a three-tier process. Add additional questions pertaining to Project CHEERS to gauge students' knowledge of the program, ask the local police for assistance with incident data and request the participating establishments give feedback through a mail-out survey.
- Evaluate sponsored programs at the annual conference, and at monthly PIP meetings he/she will evaluate the effectiveness and usefulness of training on drinking and driving, distracted driving, and seatbelt use.
- Request information on the number of customers using CHEERS at an establishment or the number of students given promotional items at a campus on every order form
- Collect and compare information from the 2007 and 2008 Missouri Traffic Safety Compendiums (once published) to compare crash rates, causes, and seatbelt usage among young drivers

SMART

The evaluation specific to SMART will be done in three ways:

1. Use: SMART usage in the 2009-2010 funding year will experience the following growth:

- At least 10% increase in the number of RBD establishments enrolled
- At least 10% increase in the number of RBD servers enrolled
- At least 10% increase in the number of RBD servers certified
- A minimum of 200 off premise liquor license outlets will enroll

2. Server reaction: The Truman School of Public Affairs at the University of Missouri Columbia has been evaluating the effects of the SMART program on server opinion and behaviors since December 1, 2004. This has been done by an online survey that precedes the SMART training. A post survey is emailed to servers 4-6 weeks after they have become certified. In the following year, these post tests will show that:

- At least 85% of servers felt SMART helped them avoid serving minors
- At least 85% of servers felt SMART helped them detect fake identification
- At least 75% of servers will agree or strongly agree SMART had a positive impact on their ability to be an informed server

From April 1, 2008 - March 31, 2009, 88 servers took both the SMART pre-test and post-test. In an effort provide us invaluable feedback on the perceived effectiveness of SMART, incentives have been planned to encourage more employee participation with post tests. These would include monthly prize giveaways each for a randomly selected employee who has completed the pre and post tests.

3. Effect on DWI crash rates: The ultimate goal of the SMART program is to lower DWI crash rates on Missouri roads. In the following year, it will be shown that there will be a correlation between the percentage increase of SMART enrolled bars and SMART certified servers in a community and a percentage decrease in DWI crash rates from the previous year.

Educational Marketing and Promotion

It is imperative that students be educated and reminded often about the dangers of drinking and driving (as well as other negligent driving behaviors), the importance of using a designated driver and what it means to be a designated driver. This educational information needs to be seen frequently and in a variety of locations including where they live, study, and socialize. Students are beginning to remember and understand social norming messages that we have provided. It is imperative that we continue to educate with our important message through a variety of mediums.

Our graphic designer will create a comprehensive marketing/communication plan to address drinking and driving issues. The graphic designer has been a phenomenal asset to these projects over the past few years. While there have been many steps taken to educate students and community members, greater steps need to be taken to increase the understanding of the negative impact of drinking and driving and distracted driving, and the role everyone can play in the solution by supporting the concept of designated drivers. Students feel that they have heard it all before. Creative ways to persuade students need to be created and put into action. The graphic designer has the ability to produce innovative methods for communicating

campaign. The Partners in Prevention (PIP) website and list serves were used for on-going communications of coalition members. The state conference in April 2010 was supported through funding for educational workshops and keynote speakers for college professionals and student peer educators. Carolyn Cornelison spoke about her past alcohol abuse, DWI's, and how her life has turned around. Representatives from ThinkFirst Kansas City came to speak about Traumatic Brain Injuries as related to traffic accidents. Both sessions were very popular with conference attendees.

The Missouri College Student Health Survey was conducted for each participating campus in order to continually collect baseline data statewide and pre and post-testing. Technical assistance was provided on the evaluation efforts through site visits to each campus as requested.

After the Fall 2009 "Drive Safe. Drive Smart." campaign, and again at the Spring 2010 Drive Safe. Drive Smart. discussion session for Partners in Prevention, each campus was asked to evaluate the popularity and effectiveness of the educational and promotional items in order to create the most useful items for the 2010-2011 campaign.

Partners in Prevention website and list serve was used to enhance on-going collaborative programming possibilities related to drinking and driving, distracted driving, and seatbelt use.

Continued to collect baseline data on students at all participating Missouri colleges and universities regarding various driving behaviors. Students were asked how often they used a seatbelt while driving. A total of 96.5% reported wearing the seatbelts at least sometimes. Students were also asked about cell phone usage during driving. A total of 71.7% reported talking on their cell phone while driving at least sometimes, which is actually down from 76.5% in 2009.

Resources and other training materials were created on impaired driving for each of the thirteen member institutions such as posters and brochures on drinking and driving, distracted driving and seatbelt use. This included new handbills, brochures and posters created for programs or events on campuses to address the six issues "Drive Safe. Drive Smart.":

- i. Distracted Driving
- ii. Impaired Driving
- iii. Seatbelt use
- iv. Aggressive Driving
- v. Speeding
- vi. Drowsy Driving

A statewide social norming campaign for college students on distracted driving and seatbelt use was enhanced and expanded based on data from the Spring 2009 Missouri College Health Behavior Survey. In the educational materials, facts about Missouri College Students' driving behaviors were used. Data can be found in Attachment A. Many campuses chose to put an emphasis on distracted driving, particularly text messaging while driving, as a large percentage of students reported this behavior.

Funding was provided for regular safety belt check point operations on Missouri's thirteen public universities and in their surrounding communities. A pre-education seatbelt survey was conducted by the Missouri Safety Center on each of the thirteen public universities in late August and early September, and then again six weeks later. A "Drive Safe. Drive Smart." educational blitz was to take place after the initial survey with the intention to improve seatbelt usage as conducted in the follow-up, post-education survey exactly 6 weeks after the first survey. Of the six new campuses in PIP, four chose to participate in a shortened version of "Drive Safe. Drive Smart." in April 2010.

We published and provided a brochure about safe driving behaviors and other materials for law enforcement to distribute to students and community persons during their "Drive Safe. Drive Smart." events.

FUNDING:

\$267,395.99

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

these messages. Over the past year the graphic designer has helped CHEERS, SMART and Drive Safe. Drive Smart. by creating social norming messages and educational materials included in the following publications:

- § Generic posters and brochures explaining each program that are made to be hung in or handed out at each chapter's establishments and/or campus
- § Business cards for promoting CHEERS which are distributed to all freshmen students during their summer visits as well as the entire student population during numerous events throughout the year
- § Postcard for state-wide mailing to publicize availability of SMART to all "Retail By the Drink" and off-premise liquor establishments in the state
- § Logos to go on all promotional items
- § A 6-series poster campaign for the Drive Safe. Drive Smart. program
- § Newly re-designed websites for all three programs.

For the upcoming year, the graphic designer will be a vital role to implement new projects that will improve our awareness of the need to use a designated driver as well as the correct definition of what a designated driver is. We know that students recognize the need to use a designated driver but there is also a need to educate the students about what a designated driver actually is. Therefore, in the next year there will be a number of educational materials that will need to be produced to explain the true definition of a designated driver. In addition, there needs to be a continued education for the legal consequences of drinking and driving. In 2003, the state of Missouri joined the majority of the states and lowered the legal level of intoxication to .08. Educating students about drinking and the lower legal level may help deter them from drinking and driving.

The graphic designer would produce or continue to produce:

- § Art for all promotional items
- § Social norming campaigns
- § A comprehensive and innovative web site for each of the three programs
- § A postcard for state-wide mailing to publicize eventual availability of SMART to all off premise liquor license outlets in the state
- § A handbook on how to create and maintain a designated driver program
- § Articles promoting CHEERS in monthly, quarterly and weekly newsletters
- § Brochures and handbills to educate the definition of a designated driver and the CHEERS program
- § Brochures and handbills to educate students on the dangers of distracted driving (while on their cell phone, reaching for something in the car, aggressive driving, etc.)
- § Business cards listing the CHEERS establishments in each chapter
- § Posters to be hung in every state-wide establishment explaining the CHEERS and SMART programs to customers
- § Posters to be placed in chapter campuses listing local CHEERS establishments
- § Posters to be hung on every campus educating students on the dangers and consequences of distracted driving
- § Continuing education messages for SMART establishments

RESULTS:

CHEERS/SMART

We distributed programming packets to each chapter with information and marketing ideas as well as documents to help recruit establishments and publicize the program among students.

Items such as CHEERS cards, wallet cards listing all participating establishments, pens, high lighters and key chains are handed out to our students at presentations, events and resource fairs throughout the year as a great marketing effort for the CHEERS program and what it means to be or use a designated driver. Our students are very aware of the program, and it is due largely in part by having these promotional and educational items to catch their attention at special events during integral times such as National Drunk Driving Awareness Month (December), Collegiate Alcohol Responsibility Month (October), Safe Spring Break (March), Freshman Orientation (Summer), and Project CHEERS Birthday Party (April).

Our promotional items continue to be an integral part of encouraging establishments to participate in the CHEERS program. Due to the nature of the business industry, a majority of establishments want to feel as if they are getting something out of participating in a program such as CHEERS, and so the draw of ordering our promotional items not only serve an extremely effective way to encourage the establishments to sign up, but they also create an important brand image and reminder to the bar owner about their participation in CHEERS. Every month they need to order supplies is another month they are reminded about the CHEERS program and its message of the importance of using a designated driver.

Through the data collected from the Spring 2009 Missouri College Student Health Behavior Survey, we were able to implement a social-norming campaign via the "Drive Safe. Drive Smart." program, expressing that 87% of Missouri College students use a designated driver. This information was also used in the CHEERS and "Drive Safe. Drive Smart." handbills and brochures.

Through a list serve and monthly PIP meetings, contact was maintained with all 23 CHEERS chapters (some inactive) to encourage them to sustain or improve their CHEERS participation. Some chapters' efforts were reenergized, while others continued with the same problem of lack of staffing to implement a truly successful CHEERS program and designated driver campaign on their campus. While we cannot impact their staffing issues, we are continuing to work towards making implementation of the campaign as simple and user-friendly as possible in the future.

The state coordinator regularly has contact with local chapters to create personalized efforts that will target specific campuses more effectively. Numerous promotional cards, posters, banners, etc. have been created specifically for individual campuses or their local establishments.

Many positive changes have continued to be seen with the relationship between the CHEERS and SMART programs. We have used each program to create synergy for the other. With every CHEERS order, a SMART brochure and personalized letter is sent that:

- Informs them of the SMART program if they are not signed up
- Reminds them of their participation in the SMART program (and their establishment's username and password) if they are signed up but inactive in the program
- Congratulates their efforts in the SMART program if they are active and encourages them to continue their performance in the future.

Similarly, the CHEERS program is highlighted in the SMART program, and many SMART participants have called for information and subsequently joined efforts with Project CHEERS as a result.

PIP has proven to be a continued method for encouraging participation in the SMART and CHEERS programs throughout the state. PIP members are updated on progress and new developments at monthly meetings or via contact on the PIP list serve. In April 2010, CHEERS was promoted at the Meeting of the Minds Conference in Kansas City. All of these opportunities allow CHEERS contacts in community chapters throughout the state to meet with the state coordinator for one-on-one assistance or training.

Drive Safe. Drive Smart.

A statewide education and media campaign called "Drive Safe. Drive Smart." was enhanced and expanded. In addition to the educational and training materials listed above, a training packet was created with suggestions on how to conduct events on individual campuses, programming ideas and suggestions, information on conducting a uniform seatbelt check on each campus through the Missouri Safety Center, and suggestions for how to involve the media in local "Drive Safe. Drive Smart." campaigns.

Monthly meetings/workshops of professionals and students from each participating institution and state agency were used to discuss relevant prevention issues related to drinking and driving, distracted driving and seatbelt use. This was particularly focused upon in the late spring/early summer meetings to plan for September launch of the "Drive Safe. Drive Smart."

PROJECT TITLE:

Team Spirit

PROJECT NUMBER:

10-154-AL-111

PROGRAM AREA:

AL

JURISDICTION SIZE:

35,596

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

Youth

AGENCY NAME:

Cape Girardeau Safe Communities

AGENCY CONTACT:

Ms. Sharee Galnore

PROJECT DESCRIPTION:

Project Description

Team Spirit was developed and demonstrated by the Pacific Institute for Research and Evaluation under a cooperative agreement with the National Highway Traffic Safety Administration and the Office of Juvenile Justice and Delinquency Prevention.

Missouri's Team Spirit is a carefully developed three-day training program for students and their advisors. Team Spirit is designed to develop natural leadership skills, and to explore knowledge, attitudes and behavior related to underage drinking plus drinking and driving. The program has the potential to have a positive effect not only on the participants, but also on their schools and communities.

The teams attending the training develop an "Action Plan" to implement upon returning to their school. Action Planning includes the problem identification of specific youth alcohol related risk behaviors, as well as other traffic related issues, in their schools; setting goals and objectives to address these behaviors, and developing a time and task chart which outlines how the team members will actually implement their selected projects in their schools and communities.

A teen staff member facilitates each school team through the Action Planning Process. A mandatory staff training is held 2 months prior to the conference. This training provides the staff with the opportunity to review the action planning process, conference agendas, and team assignments as well as to volunteer for various conference tasks.

Two training conferences are held each summer in southeast and central Missouri. A third training conference is held in January in the Kansas City area. However, these trainings are made available to all Missouri School Districts. Each training is limited to no more than 12 teams with 10 students and two advisors per team. Letters, brochures and pre-conference registration materials are sent to school Superintendents, Principals, Counselors and special group advisors. Follow-up phone calls and pre-site visits are made to offer additional information, answer questions and to motivate and encourage teams to attend.

In addition, a Team Spirit Reunion is held each year in Jefferson City. This one and one-half day training is offered to all trained Team Spirit teams. This training motivates and re-energizes teams and encourages them to continue to Action Plan to address alcohol traffic safety concerns at their schools.

PROBLEM IDENTIFICATION:

Problem ID

A young driver's inexperience combined with extreme risk taking behavior, i.e. underage drinking as well as drinking and driving, has tragic consequences:

- Young drivers (under 21) are overrepresented in traffic crashes in proportion to the number of licensed drivers. Young drivers comprise 10 percent of the licensed drivers and are involved in 30 percent of the traffic crashes.
- In 2007 a total of 185 people were killed and 17,247 people were injured in Missouri traffic crashes involving young drivers.
- One person is killed or injured every 30 minutes in a traffic crash involving a young driver. Of these, 28 were youth fatalities resulting from alcohol related crashes.

GOALS AND OBJECTIVES:

GOAL:

To reduce the number and severity of youth alcohol related traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Twenty high school teams participated in the 2010 Team Spirit Leadership Program and completed Action Plans for their schools. These Action Plans were implemented during the 2009/2010 school year. In addition, nine high schools from MoDOT District 10 participated in a one day Regional Team Spirit Workshop.

Following is a list of schools that participated in the trainings:

Cape Girardeau
Drury Lodge
July 25th - 27th, 2010

Campbell High School-Campbell, MO (Dunklin, Co.)
Cape Central High School-Cape Girardeau, MO (Cape Girardeau Co.)
Fredericktown High School-Fredericktown, MO (Madison Co.)
Jackson High School-Jackson, MO (Cape Girardeau Co.)
Marion County High School-Philadelphia, MO (Marion, Co.)
Meadow Heights High School-Palton, MO (Bollinger Co.)
Notre Dame High School-Cape Girardeau, Mo. (Cape Girardeau Co.)
Scott City High School-Scott City, MO (Scott Co.)
Campbell South Pemiscot High School-Campbell, MO (Pemiscot Co.)

Kansas City
Adams Pointe Conference Center
July 29th - 31st, 2010

Joplin High School-Joplin, MO (Jasper Co.)
Camdenton High School-Camdenton, MO (Camden)
St. Mary's High School-Kansas City, MO (Jackson Co.)
Liberty High School-Liberty, MO (Clay Co.)
Carthage High School-Carthage, MO (Jasper Co.)
Sarcozie High School-Sarcozie, MO (Jasper Co.)
Ruskin High School-Kansas City, MO (Jackson Co.)
Cassville High School-Cassville, MO (Barry Co.)
Sheldon High School-Sheldon, MO (Vernon Co.)
Blair Oaks High School-Jefferson City, MO (Cole Co.)

MoDOT District 10
One Day Regional Team Spirit Workshop)
March 30, 2010

Schools participating:

New Madrid
Twin Rivers
South Pemiscot
Fredericktown
Meadow Heights
Kelly
Woodland
East Prairie
Scott City

The objectives for increasing the participant's knowledge of traffic crashes and the law, choices and consequences, learning the Action Plan Process, learning strategies for prevention and intervention, leadership, social and organizational skills, were met through the following workshops and daily team time for developing action plans.

Team Spirit participants attended ten workshops or presentations during the conference as listed below:

Keynote Address - Dr. Tim Crowley
Marketing Your Plan - MoDot Community Relations
The "Convincer" - MSHP
Team Building - TSgt. Jason Henke, MO National Guard
P.A.C.E. Car - Fatal Vision/DWI
Learning your "True Colors" - Bob Parr & Kate Schnurr

MSM with Dance and Drums - Bob Parr
Teen Tragedy - Pam Holt
Mock DWI Docu Drama Presentation with Speaker - Ashton May
Team Building - "Whale of a Good Time" - Bob Parr
Action Plan Process
Think First Presentation - Penny Lorenz
Advisors Workshop - Dr. Tim Crowley

A Team Spirit Reunion was held in Jefferson City on March 1st and 2nd, 2010 at the Capitol Plaza Hotel. Nine previously trained Team Spirit Teams participated in the Reunion. Please see list below.

Blair Oaks
Camdenton
Farmington
Fatima
Iberia
Lutie
Naylor
New Madrid
Sarcoxié

One additional Conference was planned for Kansas City in January of 2010. The Conference was canceled due to inclement weather.

FUNDING:

\$100,950.00

HS CONTACT:

Carrie Wolken
P.O. Box 270
2211 St. Mary's Blvd.
Jefferson City, MO 65102
1-800-800-BELT

PROJECT TITLE:

Zero Tolerance

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Urban

AGENCY NAME:

KCMSD #33

PROJECT NUMBER:

10-154-AL-112

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Youth

AGENCY CONTACT:

Ms. Cynthia Bland

PROJECT DESCRIPTION:

The KCMO School District Peer Resource Project seeks to reduce underage drinking and driving, distracted driving and increase seatbelt compliance. This project is a collaboration between KCMO High Schools Peer Resource Programs and JROTC, School Resource Officers, Safe and Drug Free Schools, KCMO School District Security Officers, National Association of Peer Programs (501c3) and Psychological Network, Inc.

Vision Statement:

"KCMO Missouri Youth attending KCMO high schools will drive vehicles safely, thus reducing traffic crashes and fatalities in an urban setting."

Mission Statement:

"KCMO Peer Resource classes and JROTC will assist their peers in safer driving."

The Kansas City, Missouri School District was established in 1867 and is the largest of twenty-one school districts serving Kansas City, Missouri. Kansas City, Missouri is the center of the 26th largest metropolitan statistical area in the United States, six-county metropolitan bi-state region that covers a population of 1.8 million individuals. The Kansas City, Missouri School District provides educational opportunities to 72 schools serving more than 28,500 students. There are 43 elementary schools, 6 middle schools, 9 high schools, 1 technical center, 2 early childhood center and 4 alternative schools. The district also provides educational services to 117 homeless children.

The district serves a unique multi-cultural mix of students where over 85% of the district population is considered minorities. Sixty-five percent of the students are classified as coming from "economically disadvantaged" families that live below the poverty line. These families have an annual income of less than \$25,000. In comparison, surrounding school districts have a considerably higher income: Independence, school district has an annual income over \$38,000; and Raymore has an annual income over \$60,000. Unfortunately, KCMO has doubled the state average of 40% receiving free and reduced lunches to approximately 80%. The racial makeup of students is so diverse that it has proven to be challenging for the Kansas City, Missouri School District.

KCMO Peer Resource and JROTC Description:

In order to effectively educate the population and reinforce traffic safety messages, partnerships must be formed between traditional and non-traditional groups, involving young people in proactive activities and positively influencing their behavior.

Kansas City, Mo. School Districts' JROTC program is unique in offering a myriad of educational opportunities to the students: military academy high schools; military academies within a school; high school JROTC programs; and Middle School Cadet Corps programs. The district's focus is to develop students to their fullest potential for post secondary education and prepare them to be better citizens by utilizing various components of the military model. The district accomplishes this by delivering meaningful instruction by a professional staff of military instructors and a comprehensive, technology-driven curriculum. This program will target JROTC students, Peer Resource students and students within the district.

Peer Resource Leaders goal is to enhance the development and wellbeing of children and to provide them with the tools necessary to make informed and healthy decisions. Peer Resource Leaders hope to accomplish this by utilizing a multifaceted educational approach which is designed to reach students and parents at selected points in their experience. Through this program both entities wish to assist in reducing the underage drinking, driving, distracted driving and seatbelt compliance within the Kansas City, Mo. School District.

- After funding is received the professional staff members from all the high schools, School Security Officers, Safe and Drug Free School Office, School Resource Offices and Dr. Judith Tindall, representative and trainer of NAPP will plan the activities, organize the student training and evaluation for the program beginning in the fall of 2009.
- Training materials will be developed to accomplish the goals. Handouts for both the peer helpers and the target population will be developed.
- The Peer Leaders will attend a two-day retreat to learn the skills needed to deliver safety messages. This retreat will take place within the fall/winter of 2009. The professional staff and the peer helpers will also plan the activities to be delivered in the fall of 2009. School Staff and an outside facilitator will train the students. An evaluation will be conducted.
- The classroom presentations will be presented at all the high schools during April and May of 2010. An evaluation will be conducted.
- The awareness activities will take place in spring 2010.
- An evaluation will be conducted by Psychological Network, Inc.
- Follow-up training will be provided to the Peer Helpers on Crisis Management conducted by Dr. Judith Tindall.
- An evaluation for the project will take place in June 2010.

The Solution:

In order to effectively educate the population and reinforce traffic safety measures, partnerships must be formed between traditional and non-traditional groups, involving young people in proactive activities and positively influencing their behavior.

- Create a linkage between NAPP and local peer programs.
- Create a linkage between school resource officers and peer leader participants.
- Create a linkage between Safe and Drug Free Schools Office and NAPP.
- Psychological Network, Inc. collaboration with the project
- Increase the number of peer program opportunities that focus on zero tolerance, seat belt usage, underage drinking prevention, and distracted driving.

It is important to collaborate with these groups to ensure success. Some of the benefits of collaboration are:

- Collaboration builds an awareness of interdependence, which is the highest stage of development, dependence, independence and interdependence. When people recognize the benefits of helping one another and realize it is expected, they will work together to achieve common goals. The effort of collaborating is non-threatening.
- When people work together to achieve common goals, they stimulate each other to higher levels of accomplishment. Fresh ideas are generated and tested, and the team's productivity exceeds the efforts of persons working individually.
- Collaboration builds on and reinforces recognition and mutual support within a team. People have an opportunity to see the effect of their efforts and the efforts of others on achievement.
- Collaboration leads to commitment to support and accomplish organizational goals. People gain personal power in the form of confidence when they know others share their view and are acting in conjunction with them.

Collaboration seems to be a means to get Zero Tolerance for Underage Drinking and Driving, and seat belt usage, and distractedness together.

PROBLEM IDENTIFICATION:

In America, motor vehicle crashes are the leading cause of death among young people ages 6-26. In 2007, Missouri had a total of 166,052 traffic crashes, in which a total of 992 persons died; one person was killed every 8.8 hours. A total of 60,000 persons were injured; one person was injured every 8.8 minutes.

Speed was found to be a significant contributing factor in Missouri's traffic crash experience especially as it relates to crashes involving death and injury. According to the 2007 Missouri Traffic Safety Compendium, of all 2007 Missouri traffic crashes, 19.1% were speed related; of all fatal crashes, 41.4% were speed related. Drinking involvement was also a significant contributing factor in Missouri's serious traffic crash experience in 2007. In 4.8% of the crashes, alcohol was involved; however, of all fatal crashes, 25.3% had a person drinking. A total of 243 persons were killed and 4,889 were injured in these crashes resulting in one person being killed or injured in drinking-involved crashes every 1.7 hours.

Drivers of motorized vehicles under the age of 21 were involved in a large number of crashes in the State of Missouri. Of all 2007 traffic crashes, 27.7% involved one or more drivers under the age of 21. Of all fatal crashes, 19.0% involved a young driver. Their involvement becomes even more significant when it is recognized that drivers under 21 made up only 11.2% of all Missouri's licensed drivers. A total of 185 persons were killed and 17,247 were injured in traffic crashes involving young drivers. In 2007, one person was killed or injured in a young driver involved traffic crash every 30.2 minutes. In 46.7% of the fatal traffic crashes, a young driver was either exceeding the speed limit or driving too fast for conditions which contributed to the cause of the crash. In 18.6% of these fatal crashes, the young driver's drinking condition contributed to the cause of the crash, even though all were under the minimum legal drinking age and not legally permitted to purchase alcohol. The City of St. Charles Police Department's records indicate that from January 1, 2007, to November 17, 2008, there were 261 young people between the ages of 16-20 arrested for DWI.

Young males continue to outnumber young females by a wide margin for both alcohol-and non-alcohol-related fatalities. The 2007 Missouri Traffic Safety Compendium reveals that 70.5% of all fatal crashes involving young drivers were by males.

Clearly, seat belt use saves lives. While buckling up is important for all ages, it is especially crucial for teenagers due to their high crash rate. In recent years seat belt use has improved, but it's still lower for teenagers than for any other age group. Two-thirds of teen drivers and passengers killed in crashes were not wearing seat belts. By comparison, 48% of drivers and passengers ages 35 and up killed in crashes were not buckled up. In the last three years, 483 (80%) of the 11-20 year olds that were killed in Missouri did not wear seat belts. Only 63% of Missouri teens wear seatbelts. Even though 2007 Missouri fatal crashes were down, in 2008, the crashes were up. The last 4 years, the seat belt usage for teens in Missouri remained stagnant. Male teens continue to lag behind female teens in seat belt use.

In 2005, 12.5% of high school males said they rarely or never wore a seat belt when passengers compared to 7.8% of high school females.

Distracted driving has been a major factor in traffic crashes. Talking on a cell phone, text messaging while driving, too many people in the car, loud music, putting on makeup, shaving, lighting a cigarette, drinking hot beverages, looking for an address, high stress level in the driver, worry, and anger have all contributed to diverting the driver's attention away from the road and causing crashes.

According to recent surveys, more than half of American drivers have driven while drowsy, and 20% to 30% have fallen asleep at the wheel. NHTSA conservatively estimates that 1000,000 crashes each year are caused by sleepy drivers, resulting in more than 1,550 deaths and 71,000 injuries.

Research has shown that certain ethnic groups (African Americans, Native Americans, and Latinos) continue to face higher traffic-related risk than the general population. One example is that African American children 5 to 12 are at higher risk and have a higher fatality rate than either Caucasian or Latino children. Among young people between the ages 5 to 19, fatality rates per VMT are higher for Latinos than for Caucasian children.

GOALS AND OBJECTIVES:

Goals:

- To train youth in peer helping programs at KCMO schools to deliver classroom presentations on underage drinking and driving, seat belt compliance and distraction.
- To be a partner in the statewide goal to reduce highway fatalities to 850 by 2012.
- To train adult professionals in how to begin, enhance and expand peer programs to include highway traffic safety in their peer programs.
- To train youth on creating activities in their schools that focus on seatbelt usage and compliance with state and federal laws.
- To train youth in listening to other youth in time of crisis.
- The peer resource programs will deliver activities to their peers in the they have been trained.
- The target population will commit to not drink and drive and to use seatbelts.
- Evaluate the program through both process and impact evaluation.

The target population will be the Peer Resource Leaders and JROTC and those classrooms they deliver the messages to in each high school. These leaders will also deliver lessons to other classrooms. School Resource Officers in each building will be encouraged to assist the Peer Helpers with their projects.

Objectives:

1) The adult staff will receive training in order to set up programs for Zero Tolerance for underage drinking and driving.

2) The Peer Helpers from the Peer Resource Programs will:

- Know about the Zero Tolerance Law
- Know about underage drinking and driving
- Know about the limits of Blood Alcohol Concentration
- Know the consequences of drinking and driving
- Know that drinking and driving is risky
- Know the effects of drug use on driving
- Know the importance of wearing a seatbelt
- Know about distracted driving
- Commit not to drink and drive in the future
- Make a commitment to use seat belts
- Involve their parents in the project
- Learn how to deliver classroom lessons
- Learn how to manage safety projects
- Learn how to work with others in crisis

3) The Youth at KCMO Schools who receive these lessons and activities will:

- Know about the Zero Tolerance Law
- Know about underage drinking and driving
- Know about the limits of Blood Alcohol Concentration
- Know the consequences of drinking and driving
- Know that drinking and driving is risky
- Know the effects of drug use on driving
- Know about Distracted Driving now the importance of seat belt usage
- Commit not to drink and drive in the future
- Involve their parents in the commitment
- Make a commitment to use seat belts

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

- Pre and post questionnaires for the Peer Leaders.
- Pre and post questionnaires for the target population (classes at all the high schools).
- 60 pledge cards signed at each High School for seat belt usage and 100 pledge cards signed at each High School.
- Pledge cards will include seat belt usage, not drinking and driving, and to focus on driving.
- Process evaluation of project activities.
- Students will be trained in crisis management.

RESULTS:

The following high schools attended the retreat:

Northeast HS
Central HS
Lincoln HS
East HS
Southeast HS
Southwest HS
Afrikan Centered Education Collegium Campus

The schools consisted of 48 youth leaders and 21 adult sponsors. The youth leaders presented the lessons at their schools and potentially impacted 892 youth and planned on conducting lessons during summer school. The youth leaders created lesson plans for their schools and upon returning to school implemented their plans and began teaching the programs in the classrooms to their peers.

Focus groups were conducted to determine the impact of the programs. All student leaders believed the program was successful and the goals were achieved. Students were given a pre- and post-test to determine impact of the program. All test scores improved on the post-tests indicating the program had an immediate and significant impact on the students.

FUNDING:

\$31,000.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

DWI Enforcement Unit

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Rural

AGENCY NAME:

Camden County Sheriff's Dept.

PROJECT NUMBER:

10-154-AL-106

JURISDICTION SIZE:

33,952

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Sgt. Bill Moulder

PROJECT DESCRIPTION:

See attached Supplemental Section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2005-2007 period, 508,470 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.7% involved someone being seriously injured. During the same time period, there were 25,451 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 834 people were killed and another 4,090 were seriously injured.

GOALS AND OBJECTIVES:**Goal:**

2% decrease in alcohol and other drug related fatalities and disabling injuries in comparison to the previous 3-year total (2005-2007 = 4,924)

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Other (any other information or material that supports the Objectives)
5. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics.

FUNDING:

154 AL / 20.607: 356,897.16

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

SUPPLEMENTAL INFORMATION

Question	Answer
You must answer the following questions.	
1 Does your agency have an internal safety belt policy for all personnel?	Yes
2 Does your agency report racial profiling data annually?	Yes
3 Does your agency report to STARS?	Yes
4 Does your agency report UCR information annually?	Yes
5 Please explain any NO answer(s) to questions 1-4:	
6 Total number of DWI violations written.	150
7 Total number of speeding violations written.	255
8 Total number of HMV violations written.	208
9 Total number of child safety/booster seat violations written.	6
10 Total number of safety belt violations written.	7
11 Total number of traffic crashes.	1066
12 Total number of traffic crashes resulting in a fatality.	16
13 Total number of traffic crashes resulting in an injury.	248
14 Total number of speed-related traffic crashes.	188
15 Total number of speed-related traffic crashes resulting in a fatality.	10
16 Total number of speed-related traffic crashes resulting in an injury.	65
17 Total number of alcohol-related traffic crashes.	72
18 Total number of alcohol-related traffic crashes resulting in a fatality.	4
19 Total number of alcohol-related traffic crashes resulting in an injury.	34
20 Total number of commissioned law enforcement officers.	48
21 Total number of commissioned patrol and traffic officers.	31

22	Total number of commissioned law enforcement officers available for overtime enforcement.	31
23	Total number of vehicles available for enforcement.	31
24	Total number of radars/lasers.	28
25	Total number of in-car video cameras.	28
26	Total number of PBT's.	15
27	Total number of Breathalyzers.	1

The following information explains the strategies your agency will use to address the traffic crash problem. This information is considered to be the Project Description and should be specific to the crash problem.

28 Identify the primary enforcement locations.

All roadways in Camden County

29 Enter the months in which enforcement will be conducted.

All

30 Enter the number of enforcement periods your agency will conduct each month. 0

31 Enter the days of the week in which enforcement will be conducted.

All days with heavy emphasis on Thursday through Sunday

32 Enter the time of day in which enforcement will be conducted.

Primarily evenings and nights though it will vary based on seasonal events

33 Enter the number of officers assigned during the enforcement period. 4

34 If equipment, promotional items, or supplies are requested to conduct this project, explain below why it is needed and how it will be used.

The requested equipment listed in the Budget and the supplies needed to operate a DMV Unit.

35 Do you wish the option to use 5% funds for administrative costs? Yes

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2010
Agency:	Camden County Sheriff's Dept.		
Project:	DWI Enforcement Unit	Project Number:	10-154-AL-106

Enforcement Period Start Date:	10/1/2009	Enforcement Period End Date:	9/30/2010
Enforcement Activity:	SUMMARY		
DWI Arrests:	83	Warnings	
Following too Close:	3	Warn Following Too Close:	76
Stop Sign Violation:	11	Warn Stop Sign:	104
Signal Light Violation:	0	Warn Signal Light Violation:	19
Fail to Yield:	2	Warn Fail To Yield:	17
C & I Driving:	20	Warn C & I Driving:	57
Speeding:	163	Warn Speeding:	586
Other HMV:	100	Warn Other HMV:	718
Total HMV	382	Total HMV Warnings	1,577
<i>Shaded areas are not included in totals.</i>		Warn Seat Belt	0
Seat Belt:	42	Warn Child Restraint:	0
Child Restraint:	1	Warn APP Violation:	0
APP Violation:	0	Warn Clean Curfew:	0
Clean Curfew:	0	Warn Zero Tolerance:	0
Zero Tolerance:	0	Warn False ID:	0
False ID:	0	Warn Other License Law:	0
Other License Law:	0	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	57	Warn Uninsured Motorist:	0
Uninsured Motorist:	115	Warn Other NON-HMV Violations:	410
Felony Arrests:	24	Total NON-HMV (Warnings)	410
Drug Arrests:	68	Total Violations (Warnings)	1,987
Stolen Vehicles Recovered:	5	Youth Alcohol Only	
Fugitives Apprehended:	34	Party Calls:	0
Other Non-HMV Violations:	46	Disturbances:	0
Total Non-HMV	261	Compliance checks:	0
Total Violations (Citations)	643		

Full-Time DWI/Traffic Unit FY2010 Annual Report

Law enforcement agencies with full-time DWI or Traffic Units are required to complete and send an annual report for Fiscal Year 2010 (October 2009 – September 30, 2010). Please provide information to the following questions and return to Chris Luebbert by December 15, 2010.

1. What roadways did your agency focus the enforcement details?
U.S. 54, MO 5, MO 7, Camden County F, TT,MM, Horseshoe Bend Parkway. All other County roads are given attention as well for prevention.
2. What schedule did your officers/deputies work (time of day and day of week)?
Tuesday thru Saturday 0600 to 0400. Adjustments made to cover Sundays on the holiday weekend.
3. How frequently did your agency conduct briefings with the full-time units to discuss operations plans that would impact fatal and injury crashes?
Monthly
4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit?
**Speaking with Civic clubs, Church groups, schools
Convention and Visitors Bureau, Chamber of Commerce in Camdenton,
West and Osage Beach area.**
5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.) **Press releases to print and electronic media, on air interviews with radio and TV. PSA's with local electronic media. PSA that was shot by MODOT and went state wide.**
6. What type of training did your officers/deputies receive this grant year? **ARIDE, DRE (2 Deputies), Advanced accident investigation, Accident Reconstruction for 3 Deputies. Drive fit for older adults, The older driver awareness training.**
7. Please share any officer/deputy turnover/vacancies that occurred this grant year.
One Deputy transferred out due to health considerations and one transferred into the position.
8. Approximately how much time is spent in court due to the traffic citations/arrest issued by the unit (hours per month)?
The time varies due to the varied court docket. A GUESS would be about 40.

9. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain.

NO, the only time Deputies assigned to the DWI unit work other duties is in case of an emergency call. After a patrol Deputy arrives and the scene is secured they return to traffic patrol.

10. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?

Yes one vehicle was totaled in an accident and replaced by county insurance

11. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?

I am very satisfied with the level of service and guidance provided by Highway Safety.

Please send to Chris Luebbert by 12/15/2010:

Email: Christopher.Luebbert@modot.mo.gov

Fax: (573) 634-5977

Mail: 2211 St. Mary's Blvd
Jefferson City, MO 65109

PROJECT TITLE:

Full Time DWI Unit

PROJECT NUMBER:

10-154-AL-41

PROGRAM AREA:

AL

JURISDICTION SIZE:

129,098

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Boone County Sheriff's Dept.

AGENCY CONTACT:Sgt. ~~Scott Ewing~~ Brian Leer**PROJECT DESCRIPTION:**

The full time DWI Unit's main responsibility will be to work impaired driving enforcement on the roadways of Boone County. These duties will also include investigating serious injury and fatality crashes that occur on county maintained roadways. With the inception of the full time DWI Unit in October 2005, speed related crashes were reduced by approximately 10% from 2007 to 2008. Alcohol related crashes remained essentially the same from 2007 to 2008. Total crashes that occurred on Boone County maintained roadways were reduced by approximately 8%. The DWI Unit participates in all the statewide alcohol enforcement projects, attends the LETSAC conference and assists with the statewide seat belt survey.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2005-2007 period, 508,470 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.7% involved someone being seriously injured. During the same time period, there were 25,451 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 834 people were killed and another 4,090 were seriously injured. In fiscal year 2006, the Boone County Sheriff's Dept. investigated a total of 181 traffic crashes, in fiscal year 2007, 160 crashes were investigated and in fiscal year 2008, 148 traffic crashes were investigated. Of the total crashes investigated in 2006, 60 crashes were attributed to speed, in 2007, 57 were speed involved and in 2008, 46 were speed involved.

The full time DWI Unit is responsible for serious injury and fatality crash investigation. Through the various programs, to include the Traffic Unit, the Boone County Sheriff's Department has steadily decreased the total number of crashes occurring on county maintained roadways. The Traffic Unit is also responsible for the maintenance of the two (2) Datamasters issued to the Department, assigning and maintaining the Department radar / lidar units and portable breath testers (PBTs). Traffic Unit personnel are also responsible for planning and implementing grant funded alcohol projects and also lidar enforcement on State maintained roadways.

GOALS AND OBJECTIVES:**Goal:**

2% decrease in alcohol and other drug related fatalities and disabling injuries in comparison to the previous 3-year total (2005-2007 = 4,924)

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints
4. Train and maintain department personnel in being able to recognize and remove impaired drivers from the roadways of Boone County.
5. Partner with other area law enforcement agencies to provide a comprehensive approach to impaired driving enforcement in Boone County.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Other (any other information or material that supports the Objectives)
5. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics.

FUNDING:

\$56,605.47

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

SUPPLEMENTAL INFORMATION

Question	Answer
You must answer the following questions.	
1 Does your agency have an internal safety belt policy for all personnel?	Yes
2 Does your agency report racial profiling data annually?	Yes
3 Does your agency report to STARS?	Yes
4 Does your agency report UCR information annually?	Yes
5 Please explain any NO answer(s) to questions 1-4:	
6 Total number of DWI violations written.	192
7 Total number of speeding violations written.	734
8 Total number of HMV violations written.	1323
9 Total number of child safety/booster seat violations written.	36
10 Total number of safety belt violations written.	190
11 Total number of traffic crashes.	148
12 Total number of traffic crashes resulting in a fatality.	2
13 Total number of traffic crashes resulting in an injury.	61
14 Total number of speed-related traffic crashes.	46
15 Total number of speed-related traffic crashes resulting in a fatality.	1
16 Total number of speed-related traffic crashes resulting in an injury.	26
17 Total number of alcohol-related traffic crashes.	16
18 Total number of alcohol-related traffic crashes resulting in a fatality.	1
19 Total number of alcohol-related traffic crashes resulting in an injury.	9
20 Total number of commissioned law enforcement officers.	72
21 Total number of commissioned patrol and traffic officers.	41

22	Total number of commissioned law enforcement officers available for overtime enforcement.	58
23	Total number of vehicles available for enforcement.	46
24	Total number of radars/lasers.	37
25	Total number of in-car video cameras.	42
26	Total number of PBT's.	21
27	Total number of Breathalyzers.	2

The following information explains the strategies your agency will use to address the traffic crash problem. This information is considered to be the Project Description and should be specific to the crash problem.

28 Identify the primary enforcement locations.

Boone County Roadways

29 Enter the months in which enforcement will be conducted.

Year-Round

30 Enter the number of enforcement periods your agency will conduct each month. 31

31 Enter the days of the week in which enforcement will be conducted.

All days

32 Enter the time of day in which enforcement will be conducted.

3:00 PM to 5:00 AM

33 Enter the number of officers assigned during the enforcement period. 2

34 If equipment, promotional items, or supplies are requested to conduct this project, explain below why it is needed and how it will be used.

Radars will be used for speed enforcement on state maintained highways.

35 Do you wish the option to use 5% funds for administrative costs? No

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2010
Agency:	Boone County Sheriff's Dept.		
Project:	Full Time DWI Unit	Project Number:	10-154-AL-41

Enforcement Period Start Date:	10/1/2009	Enforcement Period End Date:	9/30/2010
Enforcement Activity:	SUMMARY		
DWI Arrests:	253	Warnings	
Following too Close:	0	Warn Following Too Close:	15
Stop Sign Violation:	9	Warn Stop Sign:	32
Signal Light Violation:	7	Warn Signal Light Violation:	11
Fail to Yield:	8	Warn Fail To Yield:	7
C & I Driving:	23	Warn C & I Driving:	7
Speeding:	221	Warn Speeding:	397
Other HMV:	45	Warn Other HMV:	415
Total HMV	566	Total HMV Warnings	884
<i>Shaded areas are not included in totals.</i>		Warn Seat Belt	1
Seat Belt:	25	Warn Child Restraint:	1
Child Restraint:	2	Warn Non-Resident	1
Warn Non-Resident	0	Warn Open Container	0
Warn Open Container	0	Warn Zero Tolerance	0
Warn Zero Tolerance	0	Warn Pass ID	0
Warn Pass ID	0	Warn Other Non-HMV	1
Warn Other Non-HMV	0	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	52	Warn Uninsured Motorist:	3
Uninsured Motorist:	41	Warn Other NON-HMV Violations:	574
Warn Other NON-HMV Violations:	12	Total NON-HMV (Warnings)	579
Warn Other NON-HMV Violations	21	Total Violations (Warnings)	1,463
Warn Other NON-HMV Violations	0		
Warn Other NON-HMV Violations	21	Youth Alcohol Only	
Other Non-HMV Violations:	66	Party Calls:	0
Total Non-HMV	186	Disturbances:	0
Total Violations (Citations)	752	Compliance checks:	0

Program: TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year: 2010
Agency: Boone County Sheriff's Dept.	
Project: Full Time DWI Unit	Project Number: 10-154-AL-41

Number of Vehicle Stops: 1,606 Number of Hours: 3,874 Number of Sobriety Checkpoints: 6 BAC Given: 215 Refused: 39 Field Tested SFST: 430 DWI Arrests Ages: <table style="width: 100%; border: none;"> <tr> <td style="width: 20%;">16-20</td> <td style="width: 20%;">21-29</td> <td style="width: 20%;">30-39</td> <td style="width: 20%;">40-50</td> <td style="width: 20%;">50+</td> </tr> <tr> <td>51</td> <td>114</td> <td>51</td> <td>25</td> <td>12</td> </tr> </table>	16-20	21-29	30-39	40-50	50+	51	114	51	25	12	DRE Use only DUI - Drug Arrests: 22 Drug Influence Evaluation: 25
16-20	21-29	30-39	40-50	50+							
51	114	51	25	12							

Media Coverage:
<input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> News Releases <input type="checkbox"/> Press Conference <input type="checkbox"/> Web Site <input type="checkbox"/> Print Media
Other:
Location, activity or comments:

Reporting Officer's Name:

Full-Time DWI/Traffic Unit FY2010 Annual Report Boone County

Law enforcement agencies with full-time DWI or Traffic Units are required to complete and send an annual report for Fiscal Year 2010 (October 2009 – September 30, 2010). Please provide information to the following questions and return to Chris Luebbert by December 15, 2010.

1. What roadways did your agency focus the enforcement details?

The focus of the Boone County Sheriff's Department's Traffic Enforcement Unit (including the 2 positions funded by MoDOT grant) is county-wide. The largest number of fatality crashes in Boone County occur within the city limits of Columbia or on state maintained roadways. The entire Traffic Enforcement Unit conducts enforcement on county roadways, state maintained roadways and areas in and around the edges of the City of Columbia. During the late night and early morning hours, Deputy Winchester and Deputy Paul (the two deputies that are grant funded) spend a large amount of their time focusing their enforcement efforts on highly traveled roadways in and around the edges of Columbia. During the late night and early morning hours, a large number of impaired drivers leave locations within the city limits of Columbia and many of them are traveling to locations around the edges of Columbia and out into the unincorporated portions of the county.

2. What schedule did your officers/deputies work (time of day and day of week)?

The Boone County Sheriff's Department's Traffic Enforcement Unit is made up of the four following deputies:

Deputy Robert Paul (50% Grant Funded) –
Rotating days off – 6 PM to 4 AM

Deputy Mark Winchester (50% Grant Funded) –
Rotating days off – 6 PM to 4 AM

Deputy Nikki Antimi –
Rotating days off - 9 AM to 7 PM on Weekdays and 12 PM to 10 PM on
Weekends

Sgt. Brian Leer –
Rotating days off – 7 AM to 5 PM

3. How frequently did your agency conduct briefings with the full-time units to discuss operations plans that would impact fatal and injury crashes?

The Boone County Sheriff's Department's Traffic Enforcement Unit maintains an excel spreadsheet, which contains the location and details of all of the crashes investigated by our agency. The spreadsheet is maintained in a folder accessible to all members of the Traffic Enforcement Unit. We do not have formal meetings about locations or activities planned (excluding Checkpoint Briefings); however, we communicate between ourselves about where we wish to conduct our DWI enforcement efforts, DWI Saturations, Sobriety Checkpoints, and our Operation Slowdowns. These communications involve input from all members about locations/areas known to have impaired drivers, hazardous driving, and motor vehicle crashes. We also communicate within the unit as we justify our Sobriety Checkpoint locations and many of our DWI Saturation areas of enforcement with statistics from prior DWI arrests and crash data.

4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit?

Members of the Traffic Enforcement Unit have spoken to several different groups to include: MADD Victim Impact Panels, University of Missouri ROTC Cadets, and Pre-School Children. We also attended "Big Truck Night" at the Hallsville Primary School and at Cosmo Park in Columbia, MO.

5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.)

We sent out media releases to the local media to announce our efforts during the holiday enforcement campaigns, prior to any sobriety checkpoint and prior to our drivers license/safety checkpoint. We have allowed media to attend sobriety checkpoint briefings, sobriety checkpoints and to ride along with deputies.

Deputy Mark Winchester allowed a KOMU reporter to ride with him on a night he arrested two subjects for DWI and he sat down for an on-camera interview with the reporter. KOMU later did a story on our department's DWI enforcement efforts, specifically focusing on Deputy Winchester's efforts.

Sgt. Leer and Deputy Antimi also have participated in several interviews (both on and off camera) interviews as well.

6. What type of training did your officers/deputies receive this grant year?

During the 2009-2010 grant year, Deputy Winchester and Deputy Paul both attended various continuing education training blocks provided all of our certified officers within our department. There were four different 4-hour blocks of such training during the grant year. Deputy Winchester and Deputy Paul also attended the annual firearms training/qualification and annual Taser training. Deputy Paul instructed several Defensive Tactics Training Sessions and Deputy Winchester attended one Defensive Tactics Training Session.

During the 2009-2010 grant year, Deputy Robert Paul also attended the following training:

- December 2009- A.R.I.D.E.
- January 2010 – MO Safety Center Crash 1 Investigation Training
Alco-Sensor IV Training
- February 2010 - Crash 2 Investigation Training
Protecting Lives, Saving Futures
- March 2010 - Crash 3 Investigation Training
- April 2010 - Crash 4 Investigation Training
- May 2010 - Crash 5 Investigation Training
- June 2010- Crash 6 Investigation Training
DWI Conference at Lake of the Ozarks
- July 2010- Department of Revenue Legal Update
- August 2010- Crash reconstruction Preparation Class
- September 2010- Crash Reconstruction Training

During the 2009-2010 grant year, Deputy Mark Winchester also attended the following training:

- December 2009 – Type II training (Also-Sensor IV Breath Instrument)
- January 2010 – Background Investigation Training
- April 2010 – Officer Roadside Safety and TOPS Training
- June 2010 - DWI Conference at Lake of the Ozarks
- July 2010 – Type II Refresher Training
K2 Study at the Missouri Safety Center

7. Please share any officer/deputy turnover/vacancies that occurred this grant year.

Due to the promotion of Sgt. Brian Leer in August 2009, Deputy Nikki Antimi was the only grant funded position in October 2009 and for the majority of November 2009. On 11/21/2009, Deputy Mark Winchester and Deputy Robert Paul were transferred into the Traffic Enforcement Unit and they filled the 2 positions that were grant funded. Deputy Antimi moved to a non-grant funded position at that time.

8. Approximately how much time is spent in court due to the traffic citations/arrest issued by the unit (hours per month)?

The amount of time Deputy Winchester and Deputy Paul Spend in court due to traffic citations or arrests varies month to month; however, I would estimate that combined they are sometimes paid for up to 20 hours or more of overtime for court related activities. This includes Department of Revenue Drivers License Suspension/Revocation proceedings as well as criminal court proceedings.

9. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain.

During the 2009-2010 grant year, Deputy Robert Paul was an instructor for the Boone County Sheriff's Department's Defensive Tactics program; however, he has since resigned as an instructor. The hours for that assignment varied, but in January 2010 he spent 12 hours performing those duties.

Deputy Robert Paul is also an Evidence Technician for our department. He is the on-call Evidence Technician for one week during a nine week rotation. Deputy Paul does not spend a lot of time with this assignment; however, he normally trains quarterly (8 hrs per day) with the group. When Deputy Paul is working his regular shift, he may be called to assist with evidence at any given time if there is a big incident/ case, even if he is not on-call at that time.

Deputy Winchester is a background investigator with our department. He performs background investigations on prospective new employees as assigned. The time spent on these investigations is minimal when compared to the yearly activities.

10. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?

The original 2 vehicles (2006 Crown Victoria Police Interceptors) purchased in 2005 have been replaced with newer vehicles (purchased by the county) and were taken out of service. Those two vehicles are waiting to be sold. To my knowledge, no other equipment purchased with Highway Safety Grant Funds has been damaged or replaced during the 2009-2010 grant year.

11. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?

"Drivers License/ Safety Checkpoint Ahead" signs – We do not have any.

Small Portable Propane Heaters - We currently have to borrow the mobile propane heaters from MADD when we do checkpoints in cold weather.

Please send to Chris Luebbert by 12/15/2010:

Email: Christopher.Luebbert@modot.mo.gov

Fax: (573) 634-5977

Mail: 2211 St. Mary's Blvd
Jefferson City, MO 65109

PROJECT TITLE:

ThinkFirst Missouri-Alcohol Focus

PROJECT NUMBER:

10-154-AL-107

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

University of MO Curators

AGENCY CONTACT:

Mr. Zack Odem

PROJECT DESCRIPTION:

BACKGROUND

Since 1980, ThinkFirst Missouri has been providing award-winning traffic safety education to Missouri schools, worksites, and community organizations. The mission of the program is trauma prevention through education. Each year, approximately 125 presentations reaching over 20,000 Missourians are delivered by ThinkFirst.

The primary goal of the University of Missouri-Columbia School of Medicine-based program is to reduce the number and severity of traffic crashes involving young drivers, young passengers, and adult drivers by increasing awareness of traffic-related traumatic brain and spinal cord injuries and providing information on ways to prevent these injuries from occurring.

PRESENTATION ELEMENTS

ThinkFirst presentations are delivered in Missouri schools and at worksite and community settings. Each program is tailored to accommodate the educational needs of a variety of audience types and sizes.

The presentation begins with a factual discussion and PowerPoint presentation about traumatic injury, especially brain and spinal cord injuries, the consequences of injury, and the behaviors most likely to cause traumatic injury, including a discussion of the impact and prevention of impaired driving.

Next, the presentation features the honest and open testimony of a ThinkFirst Voices for Injury Prevention (VIP) speaker(s). ThinkFirst VIPs are people who have survived a traumatic brain or spinal cord injury often caused by a alcohol-related traffic crash. These speakers describe their injuries, the causes of their injuries, why young people are so vulnerable, and ways to stay safe. More specifically, the VIP speaker explains how their injury occurred, describes life before and after the injury, and talks about what it's like to be young and live with a disability.

The component of the ThinkFirst intervention that provides the greatest impact is the personal testimony of the VIP. ThinkFirst VIP speakers are carefully selected for their ability to identify with and motivate audiences. VIPs also serve as outstanding role models and peer educators for the prevention of alcohol-related traffic crashes.

PRESENTATION CONTENT

Traffic safety presentations conducted by the ThinkFirst team at schools, worksites, and community settings will feature information about the prevention of impaired driving, as well as promote the use of safety belt use, and not speeding, driving while distracted, driving aggressively, driving drowsy, or driving while using a cell phone.

ADDITIONAL THINKFIRST PREVENTION SERVICES/ROLES:

In addition to conducting traffic safety presentations statewide, ThinkFirst Missouri serves the state in the following ways:

STATE CHAPTER SITE—The ThinkFirst chapter in Columbia serves as the Missouri State ThinkFirst chapter. In this capacity, ThinkFirst provides program development, leadership, consultation, and technical support and training to five (5) additional chapters located throughout the state. In addition, the state chapter markets and promotes the mission and programs of all chapters statewide, coordinates statewide program coverage, creates and distributes injury prevention education and reinforcement materials, and maintains a Web site for all chapters.

Local chapters served by the Columbia-based state chapter include Kansas City, Joplin, Springfield, Cape Girardeau, and St. Louis.

ACTIVE MISSOURI COALITION FOR ROADWAY SAFETY PARTNER—ThinkFirst Missouri is an active partner of the Missouri Coalition for Roadway Safety (MCRS) on the state, regional, and local level. As an active member of the MCRS, ThinkFirst supports the goals and objectives featured in the newly released strategic plan, Missouri's Blueprint to Arrive Alive. The contributions of ThinkFirst primarily support the Blueprint's Targeted Ten item #3—To increase public education and information on traffic safety issues.

TRAFFIC OFFENDERS PROGRAM (TOP)—ThinkFirst collaborates with multiple traffic courts to provide an innovative, day-long experiential Traffic Offenders Program (TOP). TOP is designed to educate young, high-risk drivers about the permanent consequences of motor vehicle trauma. During the program, young traffic offenders, who are ordered by Missouri courts to attend the program, follow the same path they would have taken had they been seriously injured in a crash. The focus of the program is to inform the young drivers of the consequences of unsafe driving and provide a graphic and realistic view of life as a crash survivor.

LEADING NATIONAL TRAINING CENTER—ThinkFirst Missouri provides comprehensive training and technical assistance to new chapters statewide, nationwide, and internationally. This chapter also serves as a liaison between local chapters and the ThinkFirst National Injury Prevention Foundation. In addition, as one of the strongest chapters in the nation, ThinkFirst Missouri provides essential ongoing leadership and expert consultation to the ThinkFirst National Injury Prevention Foundation.

PROGRAM DEVELOPMENT AND MARKETING LEADER—ThinkFirst Missouri designs, develops, and distributes creative injury prevention education materials, reinforcement items and marketing campaigns to support the mission and goals of ThinkFirst statewide and nationally.

SUPPORTS TRAFFIC SAFETY-RELATED PUBLIC POLICY—ThinkFirst Missouri actively supports traffic safety public policy initiatives at the grass roots level as well as at the state level.

MULTI-AGENCY COLLABORATIVE NETWORK—ThinkFirst Missouri collaborates with numerous injury prevention-related organizations and agencies at the local, state and national level (e.g., Missouri Injury and Violence Prevention Advisory Committee, MCRS, Missouri Association of School Nurses, Safe Kids Missouri, etc.).

A description of the ThinkFirst Missouri chapter and its related programs can be found at www.thinkfirst.missouri.edu.

RESOURCES

1) VIP Speakers(Consultant Agreements)

A talented, well-trained team of Voices for Injury Prevention (VIP) speaker/survivors will deliver ThinkFirst programs statewide. VIP speakers work as independent consultants to the ThinkFirst program and are utilized on an as-needed basis throughout the year. Many of the VIPs delivering presentations during FY 2009-2010 will be speakers who survived an alcohol-related car crash.

2) Pure Marketing and Media (Consultant Agreement)

The primary provider of professional marketing and media development services for ThinkFirst will be Pure Marketing and Media of Columbia, Missouri. Pure Marketing and Media will be responsible for taking ThinkFirst into the realm of social media by launching and managing two social media platforms for teens (Objective # 5). In cooperation with the current Web author and designer (Graphix By Design, Resource #4), Pure Marketing and Media staff will revise the ThinkFirst Web site to include elements presented in the ThinkFirst social media campaign.

Pure Marketing and Media has a proven record of providing exceptional customer service and producing high-quality products for the University of Missouri-Columbia athletics program and numerous other high-visibility clients statewide and nationally. In addition, ThinkFirst staff have a long-standing, productive history with leaders of this award-winning company.

3) Graphix By Design (Consultant Agreement)

The secondary provider of graphic design services will be Graphix By Design. Graphix By Design created the "One Chance, One Choice, One Life" campaign design in 2008. This company also created the current ThinkFirst Missouri Web site and several additional marketing items during the past several years. Graphix By Design has a proven record of providing high-quality work in a timely and cost-efficient manner. Graphix By Design staff will be responsible for the creation of print and digital materials to support ThinkFirst throughout the year.

4) University of Missouri-Columbia Printing Services (On campus service provider)

The majority of the printed items for ThinkFirst marketing, educational and promotional campaigns will be printed at the University of Missouri-Columbia. MU's Printing Services has a long history of producing high-quality print items for ThinkFirst. In addition, their pricing is highly competitive and customer service is outstanding.

PROBLEM IDENTIFICATION:

CRASH STATISTICS-GENERAL

According to the Missouri State Highway Patrol (MSHP) Statistical Analysis Center's (SAC) most recent Traffic Safety Compendium, Missouri experienced a total of 166,052 traffic crashes in 2007. These crashes were responsible for 60,000 injuries, 992 fatalities, and an estimated economic loss of \$3,508,413,000. The 2007 MSHP Injury timeclock indicated that one person was injured every 8.8 minutes and one person was killed every 8.8 hours in a traffic crash in Missouri.

Statistics from the Missouri Department of Transportation (MoDOT), Traffic Division demonstrate an encouraging, multi-year decline in traffic fatalities—going from 1,257 fatalities in 2005 to 1,096 in 2006, 992 in 2007, and 961 in 2008. As of May 3, 2009, MoDOT crash data continued to demonstrate a downward trend in 2009 fatalities, reporting a 15% decrease for the year compared to the same period of time in 2008. In an effort to keep moving in the right direction, the Missouri Coalition for Roadway Safety (MCRS) recently set the goal of 850 or fewer fatalities by 2012.

ALCOHOL-RELATED CRASH STATISTICS

In 2007, 243 people were killed and 4,889 were injured in alcohol-related crashes in Missouri. Of all fatal crashes, 25.3% had a person drinking involved in the crash. According to a recent summary provided by NHTSA (2009), Region VII (the Region which encompasses the State of Missouri) has the highest incidence of 16-20 year old fatalities caused by drunk driving. More specifically, the rate of alcohol-related traffic deaths per 100,000 people in 2007 was 48% higher in Region VII than the national rate. Young adults (ages 21-24) in Region VII experienced the highest rate of alcohol-related fatalities, with teens (ages 16-20) following closely behind. Of the five states in Region VII, Missouri had the worst 3-year average (2005-2007) drunk driving fatality rate among teens ages 16-20.

TRAUMATIC BRAIN AND SPINAL CORD INJURIES

Motor vehicle crashes account for 50% of all Traumatic Brain Injuries (TBI) and 44% of all Spinal Cord Injuries (SCI) (Centers for Disease Control and Prevention [CDC], 2003; National Spinal Cord Injury Association, 2004). Consequences of TBI are severe and life-altering, including problems with memory, concentration, mood, judgment, seizures, coordination, vision, speech and emotion. Similarly, consequences of SCI are severe, including loss of mobility, sensation, bowel and bladder control, and sexual function (CDC, 2003). Survivors of both types of traumatic neurological injuries require extensive, on-going rehabilitation. Researchers from the renowned Craig Hospital in Colorado showed that the proportion of those with TBI on Medicaid doubles during the year following injury, and 25.4% of those with SCI become Medicaid patients within five years of the injury. The tragic consequences of motor vehicle-related injuries have far-reaching, long-lasting implications on numerous levels—impacting the individual, families, and communities across the state.

CONCLUSION AND RECOMMENDATIONS

Alcohol-related deaths and injuries on the nation's highways are a public health crisis, especially among youth and young adults. Fortunately, motor vehicle injuries and fatalities are mostly preventable and have been reducing over time. These reductions have been the result of research and program activities combined with enactment and enforcement of traffic safety laws, changes in vehicle and highway design, public education, and changes in driver and passenger behavior (Finkelstein, et al., 2006).

Research and demonstration projects funded by NHTSA suggest that combining multiple prevention approaches (including legislation, public information and education, and enforcement) provides the best strategy for influencing impaired driving behavior. Additionally, NHTSA suggests that community programs which combine education, peer-to-peer persuasion, publicized enforcement, and parental monitoring have the most immediate and greatest potential for increasing teen safety belt use (NHTSA, Traffic Safety Facts, Traffic Tech, Number 308, November 2005).

GOALS AND OBJECTIVES:

PROJECT GOALS

- 1.To increase knowledge and awareness of the risks related to impaired driving, especially among young people, those most at risk for traffic-related injuries and deaths.
- 2.To increase knowledge and awareness of the risks related to impaired driving among adults and parents at the worksite and in community settings.
- 3.To expand the capacity of the ThinkFirst Greater Kansas City chapter and provide technical support to all ThinkFirst chapters in Missouri.
- 4.To promote the mission and programs of ThinkFirst statewide by creating and providing exceptional public information and education campaigns.

PROJECT OBJECTIVES

1. Deliver eighty-five (85) ThinkFirst presentations statewide by September 30, 2010.

Eighty-five (85) traffic safety presentations featuring at least one (1) ThinkFirst Voices for Injury Prevention (VIP) speaker will be delivered statewide. Presentations will be made available in a variety of formats to accommodate the needs and size of the audience. Thousands of Missourians in school, work, and community settings will receive traffic safety education and become better prepared and motivated to drive safely and responsibly.

2. Deliver fifty (50) ThinkFirst presentations via the ThinkFirst Greater Kansas City chapter by September 30, 2010.

ThinkFirst Greater Kansas City is considered one of the most productive chapters in the nation, reaching approximately 30,000 Missouri students each year. In 2008, this chapter was recognized as "Chapter of the Year" by the ThinkFirst National Injury Prevention Foundation.

Since 1987, ThinkFirst Greater Kansas City has provided trauma prevention presentations to students in grades K-12. Presentations are targeted primarily at young drivers and passengers.

Funds are being requested by ThinkFirst Missouri to provide partial program support to the ThinkFirst Greater Kansas City chapter. This support will enable the Kansas City-based chapter to provide traffic safety education to a greater number of young drivers and passengers.

The Greater Kansas City chapter will be required to enter into a formal sub-contract agreement with the University of Missouri-Columbia and submit quarterly program activity and expense reports as requested. As a sub-contractor to ThinkFirst Missouri, ThinkFirst Greater Kansas City will plan and implement fifty (50) traffic safety presentations in the Greater Kansas City area during FY 2009-2010. ThinkFirst will monitor this subcontract to ensure program quality and fiscal compliance.

3. Participate in at least two (2) professional development training workshops and/or conferences by September 30, 2010.

Attending national traffic-related conferences provides timely information about current trends in traffic safety, as well as important skill-building and networking opportunities for attendees.

ThinkFirst is requesting funds to attend two (2) state and/or national professional development/ training workshops and/or conferences during FY 2009-2010. Conference travel may include the following: 2010 Lifesavers Conference on Highway Safety Priorities, ThinkFirst National Injury Prevention Foundation National Conference on Injury Prevention, Governors Highway Safety Association (GHSA) Conference, or the National Organization for Youth Safety (NOYS) Conference.

4. Deliver presentations, attend, and/or exhibit at statewide conferences to promote the mission and programs of ThinkFirst chapters statewide and network with leaders and members of related agencies and organizations by September 30, 2010.

Regular exposure at state-level conferences is an important way ThinkFirst maintains its essential network of partners and explores opportunities for future partnerships and program expansion. ThinkFirst staff regularly delivers traffic safety presentations, attends, and/or exhibits at several Missouri-based conferences. In-state conference travel in FY 2009-2010 may include conferences and workshops hosted by the Missouri Coalition for Roadway Safety, Missouri Coordinated School Health Coalition, Missouri Association of School Nurses, Missouri Association of School Counselors, and the Missouri Public Health Association.

5. Launch and maintain a state-of-the-art ThinkFirst Social Media Campaign for teens and revise current Web site by

September 30, 2010.

SOCIAL MEDIA CAMPAIGN:

Funds are being requested to pay for the professional services related to the production of a state-of-the-art, ThinkFirst social media campaign. Using a consulting agreement, Pure Marketing and Media, of Columbia, MO, will partner with ThinkFirst to fully develop and manage a full-scale social media campaign for teens. The elements of the social media campaign will feature the two digital platforms most popular with teens, SMS text messaging and Facebook. The SMS text messaging platform (mobile marketing) will utilize the infrastructure of a SMS text messaging service. Using a code provided to the students by ThinkFirst, teens will "opt in" to receive messages from ThinkFirst once a month. Messages will be sent to teen subscribers during the time of day teens are least likely to be driving (e.g., 4 a.m.). The ThinkFirst text messaging platform will serve as the initial point of contact with students, with the intention of driving students to the ThinkFirst Facebook page, Web site, or perhaps download an educational video to their cell phone, or enter a contest. User participation will be tracked and reported.

The ThinkFirst Facebook platform will take advantage of the numerous un-tapped, low-cost electronic media applications widely available to non-profit organizations such as ThinkFirst. Pure Marketing and Media will be responsible for the development and daily management of a trendy Facebook page. Using its diverse and capable creative staff, Pure Marketing and Media will create a Facebook page specifically designed to engage teen audiences. Discussion threads, video clips, photos from school programs, etc. will be featured. At least once each day, Pure Marketing and Media staff will review and manage the ThinkFirst Facebook page to monitor activity, reply to posts, and add or change content as needed. User participation will be tracked and reported.

WEB SITE:

Funds are being requested to support the professional creative and technological services of Pure Marketing and Media to revise the current ThinkFirst Web site to complement the elements featured in the ThinkFirst Facebook platform. Primary audiences for the Web site include school personnel, VIP speakers, students, and safety professionals and organizations.

6. Plan and conduct one (1) 30th Anniversary public relations event by September 30, 2010.

In 2010, ThinkFirst Missouri will be observing 30 years of providing traffic safety education in Missouri. To honor this benchmark, ThinkFirst will conduct a public relations event highlighting its accomplishment of 30 years of ThinkFirst programming in partnership with the Missouri Department of Transportation (MoDOT), Highway Safety Division.

ThinkFirst staff will organize a proclamation signing ceremony in Governor Jay Nixon's office and host an accompanying networking luncheon on site at the State Capitol. The proposed date for the event is Wednesday, June 9, 2010. Preliminary approval has been obtained from Governor Nixon's office and free event space at the Capitol has been located.

Funds are being requested to provide a networking luncheon for participants prior to the proclamation signing ceremony and to support the in-state travel for ThinkFirst VIPs and staff to attend the event.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

EVALUATION

The Missouri Department of Transportation, Highway Safety Division will evaluate ThinkFirst Missouri administratively. The evaluation will be based on attaining the desired project objectives by the end of the fiscal year, September 30, 2010.

ThinkFirst Missouri will be responsible for tracking and reporting the total number of ThinkFirst presentations (including ThinkFirst Greater Kansas City presentations) presented at schools, worksites, and community organizations. In addition, ThinkFirst will provide a report of the number of digital contacts tracked on the SMS text messaging and Facebook applications.

Quarterly progress reports will be submitted to the Missouri Department of Transportation, Highway Safety Division as well as a year-end report thirty (30) days after the end of the contract period. The quarterly evaluations and year-end report will include, but may not be limited to:

- Number and location of presentations delivered during the contract year
- Number of students, employees, and members of community organizations who attended presentations
- Number of contacts on SMS text messaging and Facebook applications
- Copy of educational and promotional materials
- Letters of support and/or thanks for presentations
- Essay or questionnaire information
- Newspaper articles, newsletter features, media coverage, etc.
- Other programs involved in (e.g., Missouri Coalition for Roadway Safety/Blueprint Committee, Missouri Injury and Violence Prevention Advisory Committee, ThinkFirst National Injury Prevention Foundation, Safe Kids Worldwide, Young Traffic Offenders programs, legislative support, etc.)

RESULTS:

1. A total of 13,723 Missouri students received traffic safety education via the ThinkFirst For Teens Assembly program conducted at sixty-four (64) schools.
2. A total of 3,580 Missourians received traffic safety education via the ThinkFirst Corporate/Community Traffic Safety Program conducted at thirty-six (36) worksites/organizations.
3. A total of 19,429 Kansas City, Missouri-area students received traffic safety education via the ThinkFirst Greater Kansas City ThinkFirst program conducted at fifty (50) schools.
4. The Social Media Campaign for teens enrolled 1,825 Facebook fans and 750 SMS text messaging subscribers over the course of the year (see attached "ThinkFirst Social Media Campaign Report"). The Facebook fan page was popular with Missouri teens and considered to be a highly successful digital reinforcement program. The SMS text messaging platform was less popular with teens and will not be continued.
5. The ThinkFirst website revision project was completed in two phases: Phase 1—Pure Marketing and Media reviewed, analyzed, and made multiple recommendations to enhance the website. The cost for Pure to complete the recommendations was determined to be too high to provide a good return on investment; therefore, Pure used the remaining funds to produce two short YouTube videos of ThinkFirst VIP speakers. Phase 2—The designer of the current ThinkFirst website, Graphix By Design, was hired to complete the revision of the ThinkFirst website by incorporating some of the recommendations provided by Pure. Google Analytics was added to html coding to monitor the newly revised website.
6. ThinkFirst received a congratulatory proclamation from Governor Jay Nixon during a special 30th Anniversary celebration event hosted at the State Capitol on June 23, 2010. Fourteen (14) people attended the proclamation ceremony and celebration luncheon. News of the achievement was shared via the ThinkFirst website, MoDOT Express Lane e-newsletter, University of Missouri Healthcare systemwide e-newsletter, and in a public display case at two University of Missouri Healthcare locations.
7. Items designed, developed and/or distributed:
 - Professional-grade 6'H X 9'L conference exhibit and table skirt
 - Distract-A-Match Game to demonstrate driver distraction
 - Think About Your Choices ThinkFirst teen DVDs
 - Lifesaver's Candy with invitation to Facebook Fan Page/SMS text program
 - iThink bracelets used as incentives/reminders
 - One Chance, One Choice, One Life, ThinkFirst #1 posters for schools
 - Bukl-up music download cards used as incentives/reminders
 - Bukl-up auto air-fresheners as incentives/reminders
 - One Chance, One Choice, One Life, ThinkFirst #1 compressed t-shirts

The strength of the ThinkFirst Facebook page and the degree to which fans engaged with the page indicate that Facebook is an ideal method for reaching the ThinkFirst target demographic.

Results indicated that the SMS text messaging campaign was not a suitable or productive media tactic due to the restriction of SMS message delivery times. The SMS Text Messaging Program ended on September 30, 2010, and will not be reinstated.

FUNDING:

\$65,774.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Youth Alcohol

PROJECT NUMBER:

10-154-AL-1

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mrs. Carrie Wolken

PROJECT DESCRIPTION:**PIRE Training:**

The Highway Safety Division will work with the Missouri Department of Public Safety and the Pacific Institute for Research and Evaluation (PIRE) to offer regional youth alcohol training for law enforcement throughout the State of Missouri. This training will be offered in as many areas as can be scheduled with trainers: St. Louis, Kansas City, Springfield, Columbia, Sikeston and Kirksville, are examples of potential areas.

This six-hour training may include:

1. Shoulder Tap operations
2. Missouri DRE Issues
3. Local Policies and Ordinances
4. Creative Enforcement Strategies that Work
5. Partnering with Rural Communities
6. Fake Identification

NCADA Support:

The Highway Safety Division supports the National Leadership Conference by providing participants' registration fees, traffic safety speakers and meal costs associated with a traffic safety track on the conference agenda.

MSRO Support:

The Highway Safety Division supports the MSRO's by providing funding and speakers representing highway safety issues.

PROBLEM IDENTIFICATION:

Nationally, one of the most important yet frustrating challenges facing law enforcement is that of enforcing underage drinking laws. Underage alcohol use is prevalent and occurs in every community. Jurisdictions with extensive underage alcohol problems often have a large population of youth and young adults and tend to be located near college campuses or in communities with relaxed attitudes toward alcohol enforcement. In many communities it is often up to the local law enforcement agency to raise community awareness of the problem.

Young drivers are substantially over-involved in traffic crashes. Most of these crashes are both predictable and preventable and should not be accepted by society. Behaviors more frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, driver inattention, speeding and driving under the influence of alcohol or drugs.

Following are some Missouri traffic crash statistics for young drivers (HS Tracker April 2009):

Percent of safety belt use among teens:

2006: 58%

2007: 61%

2008: 62%

Number of fatalities and disabling injuries for teens 14 through 18 years old (includes drivers, passengers, pedestrians, bicyclists, etc):

2006: 136 fatalities, 1153 disabling injuries

2007: 95 fatalities, 1058 disabling injuries

2008: 94 fatalities, 914 disabling injuries

Number of fatalities and disabling injuries for persons 19 through 25 years old (includes drivers, passengers, pedestrians, bicyclists, etc):

2006: 210 fatalities, 1682 disabling injuries

2007: 170 fatalities, 1494 disabling injuries

2008: 169 fatalities, 1371 disabling injuries

Number of impaired driver-related fatalities and disabling injuries involving a drinking driver under 21 years old:

2006: 42 fatalities, 244 disabling injuries

2007: 32 fatalities, 201 disabling injuries

2008: 39 fatalities, 190 disabling injuries

GOALS AND OBJECTIVES:

GOAL:

To reduce the number and severity of traffic crashes involving young drinking drivers by increasing awareness of law enforcement targeting those at greatest risk.

OBJECTIVE:

To conduct approximately six regional law enforcement trainings to educate law enforcement officers on the dangers of underage drinking. Regional training may be provided in: St. Louis, Kansas City, Springfield, Columbia, Sikeston and Kirksville, Missouri.

Sponsor the National Council of Alcoholism and Drug Addiction Conference - The Highway Safety Division supports the National Leadership Conference by providing participants' registration fees, traffic safety speakers and meal costs associated with a traffic safety track on the conference agenda.

Sponsor the Missouri School Resource Officers Conference - The Highway Safety Division supports the MSRO's by providing funding and speakers representing highway safety issues.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

PIRE Trainings were conducted in three locations around Missouri: Columbia, Sugar Creek and St. Louis. The sessions provided training to approximately 150 community coalition members and law enforcement officers. Training consisted of the following topics: "A Community Role in Educating the Upcoming College Student", "Bridging the Gaps Between Cops and the Community", "Essential Elements of Effective Prevention", "Party Preventing & Controlled Party Dispersal", "Fake ID's" and "Enforcing Impaired Driving for Youth". Program evaluations from participants were positive.

The Highway Safety Division also supported the National Council of Alcohol and Drug Addiction Leadership Conference again in 2010. The conference trains hundreds of teens across the state on the dangers of alcohol and drug use, including sessions involving the danger of driving while using these substances.

The Highway Safety Division also supported the Missouri School Resource Officer's Annual Conference again in 2010. The conference is available to all MSRO's to provide training on all aspects of school safety.

FUNDING:

\$32,777.62

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Alcohol Safety Awareness & Prevention

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

MO Div. of Alcohol and Tobacco Control

PROJECT NUMBER:

10-154-AL-17

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Youth

AGENCY CONTACT:

Mr. Todd Doerhoff

PROJECT DESCRIPTION:

The Alcohol Safety Awareness and Prevention (ASAP) project is an educational and enforcement project designed to reduce the number of minors attempting to purchase alcoholic beverages and to increase the community's awareness on the issue. ASAP is aimed at prevention as well as enforcement. There are 4 main enforcement components in the program - Badges in Business, Server Training, Party Patrol/JETs, and Compliance Checks - and the program has focused on certain prime times, or high incident events, when underage drinking is consistently problematic, such as proms, graduations, sporting events, holiday weekends and community festivals. Each of the Division of Alcohol and Tobacco Control's three enforcement districts pre-select communities within their areas that have demonstrated persistent problems with underage drinking. Information and statistical data from Highway Safety will be utilized to determine problem areas. The district targets a particular high risk event, or a particular time period during which underage drinking is a consistent problem, and saturates the area with public awareness information, education programs, and enforcement efforts. After a target has been selected, an enforcement strategy and partnership with local law enforcement is coordinated.

Ø **Badges in Business:** Alcohol and Tobacco Control Agents will pose as employees or customers in retail alcohol establishments for the purpose of enforcing Missouri's liquor control laws which prohibit the sale of alcoholic beverages to minors. This program allows retailers, local law enforcement and the Division of Alcohol and Tobacco Control an opportunity to form a partnership to curb underage alcohol consumption. Minors who show fake identifications or who otherwise attempt to purchase alcohol will be arrested and prosecuted by local authorities. This program has been very successful in building good working relationships between the Division of Alcohol and Tobacco Control and licensed establishments throughout the state.

Ø **Server Training:** This educational workshop will be performed by a designated Alcohol and Tobacco Control Agent and will provide licensees, their employees and local law enforcement agencies with a clearer understanding of state liquor laws. This program's primary purpose is to prevent violations by educating and informing alcohol sellers of their responsibilities and encouraging them to make responsible decisions. The focus of this training will be on illegal sales to minors, fake IDs, demonstrations on age verification devices, sales to intoxicated persons, third party sales, after hours sales, delivery and consumption of alcohol, and limitations on "happy hours".

Ø **Party Patrol/JET (Joint Enforcement Teams):** During a special, high-incident neighborhood event, the Division of Alcohol and Tobacco Control will join forces with local law enforcement to establish a visible presence in the community and at the special event. Division Agents will "patrol" and saturate the event and surrounding community. On occasion, in order not to compromise the identity of local agents who primarily work undercover, the Division will provide agents from neighboring districts. The Agents will check identifications and issue summonses or violations as they occur. Party Patrol will include patrols for third-party sales, and Agents will issue summonses to adult providers as those incidents occur. Agents will also enforce house party laws by arresting those who host underage drinking on their property. Although the primary purpose of the party patrol is to establish a presence to deter the sale and consumption of alcoholic beverages to minors, the Agents will be in constant communication with local law enforcement and therefore will be able to report and assist in the deterrence of any unlawful activity. The Division will also meet with local law enforcement and community organizations sponsoring the event to coordinate enforcement efforts and to establish procedures and protocols. Many areas of the State experience certain time periods, not necessarily tied to a particular event, during which underage drinking is a particular problem. This is especially true in small- and medium-sized communities. Small Party Patrol teams and/or JETs will combat underage drinking in these situations. Local law enforcement agencies and communities routinely contact the Division for the Division's expertise. Often, this occurs after increases in alcohol-related traffic crashes involving minors or increases in DWI incidents involving minors. The Division will join forces with local law enforcement and communities in these cases, to establish a presence in the community for a designated time period and to increase public awareness of underage drinking and its consequences. Depending upon the size of the community and of the local law enforcement agency, the Division will partner with that agency to the extent feasible and establish enforcement "teams" which will focus exclusively on underage drinking enforcement for the designated weekend or other time period. JETs will include walk-throughs of licensed establishments and patrols for third party sales, and teams will specifically patrol parking lots and sites where underage minors congregate. Through the partnership with local law enforcement, Agents will also be able to report and assist in the deterrence of any unlawful activity. The Division will use press releases and other announcements to inform the general public of the Division's presence when viewed as necessary by the District Supervisors.

College and resort communities will continue to be areas of primary concern. Once any area has been targeted, the Division of Alcohol and Tobacco Control will begin by offering Server Training to the licensees and employees of alcohol establishments in and around the selected area. These classes will be performed throughout the year as needed. At the selected time, Badges in Business, Party Patrol, and/or JETs will saturate that area for a specific time period. The District will attempt to perform as many investigations as possible, using staff assigned to the district as well as staff available from other districts.

Ø **Compliance Checks:** Compliance Checks are the most effective way to reduce the number of sales to minors. This program is a great enforcement tool for areas that usually don't get the attention from the traditional ASAP program. The project components are: A Division employed minor will attempt to purchase alcohol from licensed establishments under direct supervision of two or more Agents. The attempted buy will be monitored by an audio recording and an undercover

Agent. If a buy is made, the Agent will then issue the clerk a summons for sale of alcohol to a minor and a violation report will be prepared against the licensed retailer. Appropriate administrative penalties will be imposed against the retailer for the violation. This program will be governed by State Law and the Rules and Regulations of the Supervisor of Alcohol and Tobacco Control.

COST ASSUMPTION:

The Division is requesting agent and clerical overtime salaries, travel expenses, and pay for Compliance Inspectors to implement the ASAP project. This year the Division anticipates performing 200 Badges in Business programs, 60 Server Training workshops, 30 Party Patrol/JETs, and 500 Compliance Checks as part of the ASAP project.

The Division is requesting funds for ID Checking Guides for enforcement personnel and licensees who attend Server Training (\$30,000). To reflect statutory changes to the Liquor Control Law in the 2008 legislative session, this request also includes \$7,000 for the printing of new lawbooks for dissemination to licensees at Server Training sessions. To assist other law enforcement agencies in making liquor law cases, the Division is requesting \$5,000 to print law enforcement guides (law enforcement's liquor law quick reference guide). Police Officers from other agencies can keep this guide in their patrol car to find quick answers to the most common asked liquor law questions.

The Division is also requesting four special enforcement vehicles (one per district). These vehicles will be used for Party Patrols and JETs that require more discretion in many circumstances. The Division has mostly police vehicles that often visually announce their presence at an inopportune time. These vehicles would allow them to conduct surveillance on parties and events that would enhance enforcement efforts. Currently the Division uses mostly State owned vehicles for the ASAP project. Each fully equipped vehicle costs an estimated \$19,000 per. Total cost for three would be an estimated \$76,000.

As in ASAP FY09, the Division is requesting a vehicle maintenance and fuel cost reimbursement for travel to and from ASAP sponsored enforcement projects. They anticipate driving no more than 95,000 miles for the ASAP project in FY10. At 28 cents per mile (the standard FY09 OA fleet rate), this equates to \$26,600.

The Division is also requesting funds to send Agents to the National Liquor Law Enforcement Association Training Academy and the National Conference held at locations yet-to-be-determined. The training academy and the conference are both an excellent opportunity for the Division to learn new law enforcement techniques in the fight against underage drinking. The cost of sending ten Agents would be approximately \$15,000.

The Division is also requesting funding to purchase additional ID checking machines to assist the Agents in checking IDs, particularly IDs that they are not familiar with. This would ensure that all ATC Agents would have access to an ID machine. Nine of these machines would cost an estimated \$9,900 (\$1,100 per unit).

The Division is also requesting funds to purchase audio recording devices to use during the Compliance Checks. State Law requires that all compliance checks be audio recorded. ATC currently does not have enough audio recording devices for each Agent. The estimated cost of 20 recording devices is \$2,000 (\$100 per unit).

The Division is also requesting funds for six projectors (two per district) to be used during the Server Training Program. These projectors will be used to present the newly revised and more detailed server training by Power Point Presentation. The estimated cost for six projectors is \$6,600 (\$1,100 per unit).

The Division is also requesting funds for six portable projector screens (two per district) to be used during the Server Training Program. These screens will be used to present the newly revised and more detailed server training by Power Point Presentation. The estimated cost for six screens is \$2,700 (\$450 per unit).

The Division is also requesting funds for three PA systems / portable amplified sound carrying systems (one per district) to be used during the large Server Trainings. Some of the attendees at the larger Server Trainings have difficulty hearing the presenter. The PA systems would insure that everyone would hear the presenter. The estimated cost for three sound amplifiers is \$4,500 (\$1,500 per unit).

The Division is also requesting funds to purchase an interactive "Turning Point System" to use in the Server Training Program. This interactive system gives the bartenders and clerks the ability to participate in the Server Training. The employee will be given a remote device that will enable them to answer questions posed by the Agent. This will be beneficial in understanding what the employees level of knowledge is and it will also help maintain their attention throughout the program. Funds are requested to purchase just one interactive system as a trial. The estimated cost for this system is \$2,000.

The Division is also requesting funds for handouts and pamphlets to give to retail employees. These educational items will be used to educate employees on best retail practices, checking IDs, and liquor law updates. These items will also promote

the ASAP project. The estimated cost for these items is \$5,000.

The Division is also requesting funds to conduct an in-service training for all ATC enforcement staff. This Agent training would include "train the trainer" type of activities as it relates to Server Training. Also, as the budget would allow, expert guest speakers/educators will be secured to help train ATC Agents on underage drinking enforcement strategies. This training would ensure that Agents are utilizing the most effective methods in enforcing alcohol laws. The cost of training would include hotel rooms for Agents, facility rental, food, and guest speaker(s). The estimated cost of this training is \$12,000.

PROBLEM IDENTIFICATION:

Underage Drinking is an issue not new to our State. The culture of underage drinking is detrimental to the safety of Missouri highways. The irresponsible activities of some of our valued youth have placed a burden among everyone in Missouri, especially among those involved in enforcing underage drinking laws.

National statistics are alarming:

- The latest cost assessment shows that underage drinking cost \$60.3 billion in 2005. (UDETTC, 2009)
- It is estimated that underage consumers drink 15% of all the alcohol sold. (UDETTC, 2009)
- Annually, 5,000 youth under 21 die as a result of underage drinking. (NIAAA, 2009)
- More youth drink alcohol than smoke tobacco or marijuana, making it the drug most used by young people (CAMY, 2009)
- Underage alcohol use is more likely to kill young people than all illegal drugs combined. (National Institute on Alcohol Abuse and Alcoholism, 2008)

Traffic crashes have plagued our youth for many years. Inexperienced driving, distractions, risk-taking behavior and peer pressure are all to blame for injuries and deaths among youth on our highways.

- Motor vehicle crashes remain the number one cause of death among youth ages 15-20. (NHTSA, 2006)
- Young drivers are overrepresented in traffic crashes. Drivers under the age of 21 comprise 10% of the licensed drivers, but were in nearly 30% of the traffic crashes. (savemoyouth.com, 2008)

Now mix inexperienced driving, distractions, risk-taking behavior and peer pressure with alcohol and you are sure to get deadly consequences, as shown by the following Missouri statistics:

- In 2008, 45 people were killed by an underage driver influenced by alcohol. This represents a 20% increase as compared to 2007 (37). (MSHP, 2009)
- Also in 2008, 843 people were injured and 1,188 accidents occurred as a result of an underage driver influenced by alcohol. (MSHP, 2009)
- Drivers are less likely to use seat belts when they have been drinking. In 2005, 64% of the young drivers of vehicles involved in fatal crashes who had been drinking were unrestrained. Of the young drivers who had been drinking and were killed in crashes, 74% were unrestrained. (NHTSA, 2006)

Underage consumption of alcohol is not specific to one area of Missouri. It plagues nearly every community in Missouri. However, there are certain areas and cultures (college and high-school students) where underage drinking flourishes.

- Missouri College Students are 20 percent less likely to always use a designated driver after drinking. (Underage Impaired Driving Strategic Advance, 2009)
- 24 percent of Missouri College Students have driven after drinking in the past year. (Underage Impaired Driving Strategic Advance, 2009)
- 44% of High School Students drank in the last month. (Underage Impaired Driving Strategic Advance, 2009)
- 29% of High School Students reported heavy episodic drinking in the last month. (Underage Impaired Driving Strategic Advance, 2009)
- 29% of High School Students rode with a driver who had been drinking alcohol. (CDC, 2007)

Special Events have also been victim to underage drinking. Social activities invite youth to display behaviors they might not normally display in other settings. Peer pressure drives youth to drink at these events and often to binge drink (five or more drinks in row).

- Binge drinkers are 14 times more likely to report alcohol-impaired driving than non-binge drinkers. (CDC, 2009)
- About 90% of the alcohol consumed by youth under the age of 21 years in the United States is in the form of binge drinks. (CDC, 2009)
- The proportion of current drinkers that binge is highest in the 18- to 20-year-old group (51%). (CDC, 2009)

It is important to note that most underage drinkers do not walk to and from an underage drinking party - THEY DRIVE. It's imperative that we make our best attempt to prevent and/or intervene in underage alcohol use to make Missouri's highways safer.

Underage drinking occurs all year around and almost anytime during the day or night. The problem occurrence varies depending on the specific occasion or the special event. Often youth develop patterns of drinking unrelated to an occasion or an event. Each community is different on when underage drinking occurs.

Irresponsible alcohol retailers and servers are only partially to blame for youth having access to alcohol. Third party sales, parents, and/or irresponsible party hosts also share some of the blame. The Division of Alcohol and Tobacco Control is committed to an all-encompassing enforcement effort that reaches all aspects of youth access to alcohol.

One of the primary missions of the Division of Alcohol and Tobacco Control is to reduce the availability of alcohol to minors and the consumption of alcohol by minors. The enforcement strategies that the Division uses to accomplish this mission are the same as those proven effective by the OJJDP. Twelve years ago, the Division implemented the Alcohol Safety Awareness and Prevention (ASAP) project, a comprehensive enforcement project incorporating almost all of the enforcement strategies evaluated by the OJJDP. With the support of other law enforcement agencies, community organizations and alcohol beverage retailers, this project has been highly successful. The Division wishes to continue to utilize the ASAP project as an educational and enforcement tool and indeed to enhance and improve the program in the coming year. Although we have made progress in reducing underage drinking, "if that progress is to be maintained and continued, the issue must be given even wider visibility, and the public and policymakers must develop a more complete understanding of the problems and the costs."

Early intervention by Alcohol and Tobacco Control to correct or even prevent underage alcohol use is a critical element in making Missouri's Highways Safer. If drinking and driving issues can be corrected early, then Missouri will not have to suffer any unnecessary consequences resulting from poor decisions.

The best justification for the ASAP program is as follows: Missouri's youth that chose to use alcohol don't drink at home. They use Missouri's roadways to go somewhere to take part in the illegal use of alcohol. That is why ATC's enforcement efforts and preventive measures are vital in making our highways a safer place for everyone.

Over 75% of the Division's enforcement effort is funded by the Highway Safety Grant. ATC is the Agency responsible for coordinating the underage enforcement efforts statewide. These funds are increasingly important in the effort to combat underage drinking and driving in the State of Missouri.

GOALS AND OBJECTIVES:

Goal # 1

To reduce the number of minors attempting to purchase alcoholic beverages, increase retailer compliance with liquor laws and develop community awareness on the issues of underage drinking and sales to intoxicated persons.

Objectives

The Division will increase compliance with state liquor laws and community awareness on issues related to underage drinking by providing educational, preventive and enforcement programs to communities with persistent problems. Each of the Division's three enforcement districts will choose target sites within their areas that have demonstrated a need for attention. The Division intends to focus on those areas which have demonstrated persistent problems with underage drinking. College and resort communities will be a primary focus. Saturations will take place during peak periods, such as the opening of fall classes in college communities, prom nights, holidays in metropolitan areas and summer weekends in resort areas. Licensees within those areas will be contacted and encouraged to participate.

Each district will select an area of need and coordinate an appropriate enforcement strategy, which may include Server Training, Badges in Business, Party Patrol, JETs, and/or Controlled Buys. When possible, the ASAP project will be coordinated with local law enforcement agencies and their sobriety checkpoints.

During the targeted event, Badges in Business, Party Patrol, and JETs investigations will saturate that area for a specific time period. The district will attempt to perform as many investigations as possible, depending upon the size of the community and of the event, using both their personnel and any personnel necessary and available from other districts. The saturation will usually last one or two nights (depending on funding and availability of Agents).

Each Badges in Business investigation will usually have at least two to three Agents present during the operation. It is suggested that more than one Agent be present to ensure officer safety and more successful prosecution. During the investigation the Agents will observe the premises and pose as patrons or employees, but will not participate in alcohol sales. As underage patrons enter the premises and attempt to purchase alcohol, the licensee or his employee will first check the youths' identifications. If the employee feels an identification is false or a youth is underage, then an Agent will question the youth and check his identification using the age verification device or with other methods. Once the Agent determines that the youth is underage, the Agent will issue the youth a summons for violation of the state's liquor control laws.

In addition, the Division's Party Patrol unit or JETs will have agents patrolling the target area. The agents will partner with local law enforcement and neighborhood associations.

The Division will also conduct random Compliance Checks at various locations across the state. The Compliance Checks will assist the community in finding problematic retailers and increase community awareness of the underage accessibility of alcohol.

Goal # 2

To properly educate owners of liquor establishments, employees, local law enforcement agencies, community organizations and schools by providing information and educational workshops that will result in a clearer understanding of the state liquor laws.

Objectives

The Division will conduct Server Trainings to educate retailers and law enforcement on liquor law. This program will help renew the commitment between the retailer and law enforcement in the prevention of underage drinking and other liquor law violations. The Division will also provide an ID Checking Guide to enforcement personnel and to licensees who attend Server Training. These guides detail acceptable forms of ID in all 50 states. They are indispensable to Agents in their work. Retailers also rely extensively on these guides in the daily operation of their businesses and the guides will prove indispensable to licensees. The Division will also provide a lawbook to licensees who attend Server Training.

Goal # 3

Increase community awareness of the dangers of underage drinking.

Objectives

Raising public awareness of underage drinking problems and consequences is vital to efforts to combat it. As part of the Division's efforts through ASAP, the Division will create and disseminate to local broadcasters and other media outlets the results from area saturations and compliance checks.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

During the course of the grant year the Division of Alcohol and Tobacco Control (ATC) conducted 43 Server Trainings across the state that trained 2,455 people. Server Training Programs were changed to give the server a more comprehensive interactive learning experience. In addition, training was given separately for package servers and by-the-drink servers to more clearly define what is important for each type of alcohol service.

ATC conducted 185 Compliance Checks throughout the state utilizing Highway Safety funds. Forty-nine of the 185 checks resulted in the clerk selling alcohol to the Compliance Inspector. This equates to a 26% noncompliance rate. This represents a 6% decrease in the amount of non-compliant checks as compared to FY'2009, and a 12% decrease in noncompliance as compared to FY'2008 (in FY'2008 the noncompliance rate was 38%). A decrease in the non-compliant rate indicates that the program is working.

A total of 156 arrests were made utilizing ASAP funds in FY10. Seventy-eight arrests were made during the 299 Badges in Business programs. The Party Patrol and JETS events had 29 arrests. The compliance checks resulted in 49 arrests.

For the first time in FY'10, ATC collected additional data to show enforcement productivity. Following are the areas where data was collected in order to improve accountability of Highway Safety Funds:

•Services Rendered - 2,244 - an official enforcement function to track the number of contacts an Agent makes with the public, retail employees, retail licensees, Government Officials (including other Law Enforcement Officers) and members of the press to promote the ASAP program in an effort to prevent underage drinking and over-service to patrons;

•Identifications Checked - 4,376 - this number indicates the number of identifications checked during Badges in Business, Party Patrols and JETS; and

•Identifications Seized - 81 - collection of identifications seized helps ATC understand how many minors are using altered, borrowed, or counterfeit ID's to purchase and/or possess alcohol.

Extenuating Circumstance Affecting Outcomes of Efforts

ATC experienced State General Revenue Budget cuts during FY'2010 that reduced the enforcement staff from twenty-five Agents to five Agents effective June 15, 2010, which affected the final months of the ASAP Grant (May through September 2010). Therefore, ATC was unable to utilize all of the funding that was authorized from the FY'2010 ASAP Grant. ATC was also unable to perform the strategies and activities outlined in the grant proposal for the last five months of the grant period.

FUNDING:

\$545,850.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

OCCUPANT PROTECTION

It is well recognized that one of the best forms of protection from death and injury when traveling in a motor vehicle is seat belts and child safety seats. In Missouri the usage rate for seat belts was 76% in 2010—down a percent from the previous year when it was 77%, and lower than the national average. Misuse of child safety seats is conservatively figured in the upper 80 percentile. This program area addressed means to encourage people to wear their seat belts (every time they are riding in a vehicle) and also to educate parents/caregivers on the proper installation and use of child safety seats.

The greatest effort in the Occupant Restraint area was implementation of Missouri's *Click It or Ticket* seat belt campaign. Paid advertising was used to produce radio public service announcements and billboards. Emphasis was placed on reaching the population of the general public with special emphasis on minorities.

Missouri's motorcycle safety program (administered by the Missouri Safety Center at University of Central Missouri) focuses on crash prevention, which is the area that has the greatest potential to offer a safety payoff for motorcyclists. MoDOT supports effective state rider education and training programs and encourages proper licensing for all motorcyclists. We will analyze feedback from the *Ride Safe Missouri* training program to evaluate progress toward the benchmark.

OTHER OCCUPANT PROTECTION INITIATIVES

Due to the passage of a booster seat law in 2006, Missouri has continued to apply for and receive 2011(d) grant funding for the last five years to further enhance child passenger safety efforts for low-income families. In order to effectively determine misuse of child safety seats, and correct that misuse, parents/caregivers must be able to bring their vehicle and child safety seat to a certified technician to be taught how to correctly install their child safety seats. In order to accomplish this, individuals must be trained as certified child safety seat training Instructors. These instructors then train certified technicians who are equipped to check the safety seats and provide education to parents/caregivers for proper installation. Established locations, dubbed "inspection stations" have to be identified where the seats and vehicles can be brought for the proper check. To date, Missouri has a database of 39 instructors, 892 certified technicians, and 205 operational inspection stations throughout the state.

BENCHMARKS

Established	Result
<p>To increase statewide seat belt usage by 2 percent annually to:</p> <ul style="list-style-type: none"> • 78 percent by 2009 • 80 percent by 2010 • 82 percent by 2011 • 84 percent by 2012 <p>• 2008 statewide seat belt usage rate = 76%</p>	<p>The seat belt usage rate increased by one percent from 2008 (76%) to 77% in 2009.</p>
<p>To reduce unrestrained passenger vehicle occupant fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> • 479 by 2009 • 470 by 2010 • 460 by 2011 • 451 by 2012 <p>• 2008 unrestrained passenger vehicle occupant fatalities = 489</p>	<p>In 2008, there were 489 unrestrained vehicle occupant fatalities. In 2009, that number was reduced to 425, an impressive 13% decrease.</p>
<p>To increase seat belt citations by 2 percent annually to:</p> <ul style="list-style-type: none"> • 28,691 by 2009 • 29,265 by 2010 • 29,850 by 2011 • 30,447 by 2012 <p>• 2008 seat belt citations (grant-funded enforcement and mobilizations) = 28,128</p>	<p>In 2008 there were 28,128 seat belt citations that were grant funded enforcement mobilizations. In 2009, there were 29,034, a decrease of 3%.</p>
<p>To increase teen seat belt usage by 2 percent annually to:</p> <ul style="list-style-type: none"> • 64% by 2009 • 66% by 2010 • 68% by 2011 • 70% by 2012 	<p>Survey results indicate the teen seat belt usage rate in 2009 was 61%, a 1% decrease from 2008 (62%).</p>

<ul style="list-style-type: none"> • 2008 teen seat belt usage rate = 62% <p>To increase seat belt usage by commercial motor vehicle drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 75% by 2009 • 77% by 2010 • 79% by 2011 • 81% by 2012 	<p>Survey results indicate the safety belt usage rate was 73% in 2008. This survey is conducted every other year. The 2010 survey results indicate a usage rate of 80%, an increase of 7 % from 2008.</p>
<ul style="list-style-type: none"> • 2008 CMV driver usage rate = 73% <p>To increase child safety seat usage by 2 percent annually to:</p> <ul style="list-style-type: none"> • 92% by 2009 • 94% by 2010 • 96% by 2011 • 98% by 2012 	<p>The latest survey conducted in 2009 indicated a 92% usage rate. Due to budget constraints there was no survey conducted in 2010.</p>
<ul style="list-style-type: none"> • 2008 child safety seat usage rate = 90% <p>To maintain an adequate base of certified Child Passenger Safety Technicians throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> • 800-1,000 with representation in each of the ten <i>Blueprint</i> regional coalitions 	<p>A data base of certified CPS technicians is made available to all State CPS Coordinators and is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the Highway Safety Office. Currently there are 892 certified CPS technicians in Missouri.</p>
<ul style="list-style-type: none"> • Certified Technicians as of July 2009 = 987 <p>To maintain an adequate base of certified Child Passenger Safety Instructors throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> • 30-40 with representation in each of the ten <i>Blueprint</i> regional coalitions 	<p>A data base of certified CPS instructors is also maintained in the Highway Safety Office. Currently there are 39 instructors (and one pending instructor certification in the South Central area of the state).</p>
<ul style="list-style-type: none"> • Certified Instructors as of July 2009 = 35 <p>To maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> • 125 – 200 with representation in each of the 10 blueprint regional coalitions 	<p>There are currently 205 Inspection Stations listed on the NHTSA website; up from August of 2009 (183). A current listing is forwarded by NHTSA each month as it is updated.</p>
<ul style="list-style-type: none"> • Inspection stations in Missouri as of August 2009 = 183 	

Strategies

Identified	Implemented
Conduct NHTSA-approved statewide observational safety belt survey every year, in May/June (pre, peak, and post surveys in conjunction with enforcement mobilizations and public awareness campaigns)	The statewide observational safety belt survey was conducted from June 7 through June 13, 2010. The survey was conducted in conjunction with the "Click It Or Ticket" enforcement campaign which ran from May 24 through June 6, 2010. In addition, Pre, Peak and Post surveys were conducted in May and June after all media and enforcement had ended.
Conduct annual teen statewide safety belt enforcement and public awareness campaign in February/March followed by the teen observational safety belt survey in March/April	The High School Seat Belt Survey was conducted between April 1 and April 30, 2010. Enforcement efforts were conducted from March 15 to March 31, 2010. The public awareness campaign ran two weeks prior to the enforcement campaign.
Conduct observational booster seat survey at identified pilot sites in Spring 2011, alternately every other year	Due to budget constraints, no booster seat survey contract was awarded for the 2011 contract year.
Produce, promote and distribute educational materials addressing: occupant protection laws; importance of wearing safety belts all the time; properly installing child safety seats; booster seat use; air bag safety	Brochures outlining the benefits of using booster seats and the proper installation of child safety seats are developed and/or updated as needed.
Maintain a state CPS Advisory Committee and implement	The MO State CPS Advisory Committee meets annually to

their recommendations where appropriate	discuss goals, and the objectives by which those goals will be met. Each District in the state is represented by a child passenger safety technician/instructor from that respective area.
Conduct between 8-12 certified Child Passenger Safety Technician classes statewide	Seven NHTSA standardized child passenger safety technician certification courses were sponsored through the Highway Safety Office. Attendance records indicate groups trained included law enforcement, health department personnel, hospital personnel, firemen, emergency medical professionals and others.
Certify an additional 2 CPS Instructors	An additional four instructors were certified during this grant year, and one is pending certification in the South Central area of the state, which will bring the total number of instructors to 40.
Maintain a statewide computer list-serve of CPS technicians and instructors	A database of certified CPS technicians and instructors is made available to all State CPS Coordinators and is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the Highway Safety Office.
Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids, and the Highway Safety Division	Highway safety staff that are certified as CPS technicians assist partners with checkup events when requested. Local partners have been the Missouri Police Chief's Association, local Credit Union, and District 5 office. When funding is available, brochures, child safety seats, and other supplies are provided to inspection stations that also schedule check up events around the state.
Work with partners and with the media to garner support for annual CPS Week in September	Child Passenger Safety Week ran from September 19 through 25, 2010. A contract was generated through the University of Central Missouri for overtime enforcement efforts to focus on child passenger safety violations. Funds were used for creative advertising and campaigns to reach Missourians with the CPS message during the campaign.
Provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families (note: inspection stations must meet guidelines established by Missouri's CPS Advisory Committee and must be listed on the NHTSA Web site http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm)	This year over \$155,524 in child safety/booster seats and other supplies were shipped to inspection stations that were listed on the NHTSA website for distribution to low income families.
Promote the <i>Saved by the Belt</i> survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience	The HSD continues to add to the database of survivors for the Saved by the Belt campaign. Information for the program is also available on the saveMOlives.com website.
Conduct Selective Traffic Enforcement Program (STEP Waves) with Highway Patrol and local law enforcement agencies which will be augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the <i>Click It or Ticket</i> safety belt campaign message	During the "Click It or Ticket" safety belt campaign, combined law enforcement efforts were augmented through radio, TV, broadcast news TV, cinema truck billboards, and digital advertising. Shell news releases and a statewide news release were sent out about the campaign to all participating law enforcement agencies. One hundred and fourteen news articles were found pertaining to the "Click It or Ticket" campaign and seat belt enforcement.
Conduct paid media efforts and work toward continual increases in earned media efforts	The HSD contracted with TrueMedia, Inc. to assist with media buy for the campaign, as well as Learfield Communications.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws and enhanced child safety seat laws	A total of 14 TOPS presentations were made throughout Missouri, hosted either by individual departments or through the St. Louis County and Municipal Police Academy in Wellston Missouri. In addition one of the presentations was made through the Missouri Deputy Sheriff's Association, reaching the largest crowd of the year. A total of 249 students were presented the training throughout the state.
Conduct youth safety belt selective traffic enforcement efforts statewide (<i>Operation Safe Teen</i>) coupled with press	The Teen Seat Belt campaign was held from March 8-28, 2010. Radio, cable and digital advertising was purchased.

releases, radio spots, and materials targeting young drivers	The cable buy included 6,518 total spots. The radio buy included 1,896 total spots. The digital buy served 6,366,356 total impressions with a .15% click-through rate resulting in 9,796 clicks to the "getyourbuckleon" website. A statewide news release was sent out about the campaign in March.
Promote the <i>Never Made It</i> and <i>Battle of the Belt</i> youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience	The Highway Safety Division provides funding that is collected from donations from different agencies to support the "Battle of the Belt" high school programs.
Develop youth safety belt public awareness materials with input from young drivers	Brochures were printed and MoDOT's website is updated as needed with the assistance of teen focus groups from local high schools.
Coordinate the production of paid media messages and public services announcements	The production of paid media messages and public service announcements are coordinated by staff within the System Management Customer Relations section for the Highway Safety office.

SCHOOL BUSES

Although school buses provide one of the safest modes of transportation, there are still school bus related injuries and, unfortunately, some fatalities every year. Some of these are due to crashes with other vehicles while others are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways.

School buses are not involved in a large number of traffic crashes in Missouri, but they are significant due to their potential for causing harm to young children. Of all 2007-2009 Missouri traffic crashes, 0.7% involved a school bus or school bus signal. In 86.7% of the school bus crashes, a school bus was directly involved in the crash and in 13.3% of the crashes, no school bus was directly involved but a school bus signal was involved.

BENCHMARKS

Established	Result
Decrease by 2% the number of fatalities and disabling injuries resulting from crashes involving school buses in comparison to the previous 3-year period to: <ul style="list-style-type: none"> • 86 for the period 2007-2009 • 85 for the period 2008-2010 • 83 for the period 2009-2011 • 81 for the period 2010-2012 • 2006-2008 fatalities and disabling injuries occurring in crashes involving school buses = 88	The number of fatalities and disabling injuries occurring in crashes involving school buses from 2007-2009 is 94, an increase from the previous 3-year period of 2006-2008 which was 88, a 7 percent increase.

Strategies

Identified	Implemented
Support and implement, if feasible, recommendations made by the 2005 Governor's School Bus Task Force	Highway Safety staff are prepared to address the public regarding safety on school buses as determined by the 2005 Governor's School Bus Task Force.
Continue to serve on any state school bus safety committees	The child passenger safety coordinator continues to serve as a representative from the Highway Safety office. She regularly attends the School Bus Task Force meetings held every quarter. This affords the opportunity to stay informed about current changes in the school bus industry that may affect safety measures.
Expand current public awareness materials to address seat belts on school buses, compartmentalization of school buses, general safety issues regarding riding a school bus,	The State CPS Coordinator teaches a portion of the curriculum offered at the annual School Bus Driver Trainers course held at the University of Central Missouri in

safety around the loading zones, and sharing the road with school buses

Warrensburg. The curriculum included public awareness information regarding safety issues including compartmentalization on schools buses (taken directly from the NHTSA certification training program). The same information is shared in safety presentations to parents/caregivers any time the opportunity arises.

PROJECT TITLE:

Highway Safety Course Delivery

PROJECT NUMBER:

10-PT-02-145

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

University of MO Curators

AGENCY CONTACT:

Mr. Craig David

PROJECT DESCRIPTION:

Within the next twelve months, MU FRTI will offer the following courses three times each to a total of approximately 180 firefighters and emergency responders across the state to improve their knowledge and capability to safely and competently respond to highway emergencies.

Emergency Vehicle Driver Training (16 hours)

The learning objective of this course is to reduce the risk of accidents involving responders and citizens by making sure new and existing emergency vehicle drivers develop safe and competent driving skills. This course incorporates the major elements of a comprehensive driver training and safety program, including classroom instruction, a competency course and testing. The intent of the Emergency Vehicle Driver Training course is to teach the students to use their own thought processes and make them aware of the tragedy, financial loss, legal and moral responsibilities they have when operating emergency vehicles.

The course meets portions of NFPA 1002, Standard on Fire Apparatus Driver/Operator Professional Qualifications, and NFPA 1500, Standard on Fire Department Occupational Safety and Health Program. The course has been approved for: Missouri POST Program - approves this General Law Enforcement Course for continuing education in the area of 6 hours Technical - 3 hours Legal - 3 hours Skill; also approved by EMS for CEUs-Preparatory-16.

Traffic Control for the Emergency Responder (8 hours)

In today's "legally accountable" society, simply shutting the roadway down around an accident has become an unacceptable practice. This course is designed to provide all emergency responders with a basic knowledge of response and traffic control techniques, so they can effectively manage the safety of all on-scene personnel and the motoring public. Topics include understanding legal aspects of traffic control by emergency responders, apparatus response and positioning and proper scene and traffic control techniques.

Using video and photo presentations, case studies and practical exercises, the student will develop the necessary skills to safely and effectively control traffic movement through an emergency incident while limiting exposure to the emergency responder. This course meets applicable portions of NFPA 1006, Rescue Technician Professional Qualification, 2003 - Chapter 5-2.3 Common types of rescuer and victim risks; scene control barriers, and Chapter 8-1.2 Traffic control flow and concepts. This course has been approved for: Missouri POST Program approves this General Law Enforcement Course for continuing education in the area of 2 hrs Technical-2 hrs Legal-4 hrs Skill; also approved by EMS for CEUs-Preparatory-8.

Vehicle Rescue: Technician (16 hours)

Today vehicle extrication is as much a part of the fire service as firefighting. Therefore, MU FRTI offers a course to teach the tools and techniques required to remove an entrapped victim from a vehicle accident. The learning objective of this course is to teach emergency responders to establish scene control and successfully implement rescue mitigation procedures for handling a vehicle incident involving rescue. Emphasis is on proper use of powered and manual rescue tools and air bags, coordination with EMS personnel, vehicle designs, IMS and safety considerations.

Participants will have the chance to apply these techniques in practical applications. This course meets Chapter 8 of NFPA 1006, Vehicle and Machinery Rescue Technician, 2003 edition. This course will meet the vehicle extrication requirements for Firefighter I certification through the Division of Fire Safety. The course has been approved for: EMS CEUs-Non Core-16.

Educational Project Components

MU FRTI is a statewide fire training system provider for Missouri with a long and successful history of providing accredited competency based fire and emergency response training for Missouri's emergency first responders. In past years, MU FRTI has been the provider of highway safety training to the Missouri Department of Transportation through a subcontract with the Division of Fire Safety. This year, through mutual agreement with the Division of Fire Safety, MU FRTI is applying directly to the Missouri Department of Transportation to provide the same high quality course delivery.

All courses will be taught by qualified instructional faculty of MU FRTI and will use only curricula that follow current national standards related to fire and emergency services. The MU FRTI faculty members are both full-time and part-time instructors that are certified to teach under the auspices of the Institute. The instructional faculty will be supervised and evaluated. Instruction outcomes will be monitored through direct audits and review, as well as student feedback gathered from course evaluations.

To ensure adequate enrollment and equal opportunity/access, MU FRTI will advertise the courses and provide guidance through the enrollment process to all interested parties. Descriptions of the courses, training locations and dates, and other information related to the courses will be posted on the web, sent via electronic messaging and regular mailings. Students who successfully complete the course requirements will receive a certificate of completion. MU FRTI will maintain all student records in a permanent database. The Project Director (Hedrick) will report on the project as specified in the grant guidelines.

PROBLEM IDENTIFICATION:

The number of highway related incidents to which fire and emergency responders are dispatched continues to increase in Missouri, underscoring the need for continued training of those personnel. The National Fire Incident Reporting System indicates that in 2008 there were over 30,109 requests for fire and rescue assistance on the highways of Missouri—an average of 82.5 requests per day. Because only 84 percent of the fire departments in Missouri participate in the reporting system, the true numbers are surely even higher and the need for training even greater.

The following numbers are based on a reporting period of 01/01/2008 through 12/31/2008:

- Motor Vehicle Accidents with injuries - 11,483
- Motor Vehicle Accidents with no injuries - 8,850
- Motor Vehicle Accidents involving pedestrians - 720
- Extrication / Rescues - 1,167
- Passenger Vehicle Fires - 2,720
- Motor Home / RV Fires - 51
- Road Freight / Transport Fires - 272
- Gas or Chemical Spills - 819
- Vehicle Accident Clean up - 1,628
- Vehicle Lock outs - 1,816
- Rail Vehicle Fire - 5
- Mobile Property Fires, Other - 578

The University of Missouri Fire and Rescue Training Institute (MU FRTI) uses a statewide extension system to provide critical training for firefighters and emergency responders so the responders can save more lives and property. When fire and rescue personnel respond to motor vehicle accidents with injuries, they are working against the clock to treat injuries and extricate trapped individuals from the wreckage. If victims arrive at a Trauma Center within an hour of when the accident occurred their likelihood of survival dramatically increases. Properly trained emergency personnel who can respond quickly means better treatment and survival of traffic accident victims.

Firefighters also respond to vehicle and equipment fires along highways. By responding to these calls, the fire departments extinguish the fires which eliminate the many hazards to the roadways and passing vehicles. Fire departments are also called upon to unlock vehicles when there are life safety issues for the occupants. Any person locked in a vehicle during extreme weather is in danger of serious medical problems. Again, in these situations, properly trained emergency personnel save lives.

In order for Missouri fire departments and emergency responders to be prepared for these incidents, it is important to have training available. Responders must stay up-to-date on technology and techniques which directly affect the safety and survival of the victims.

GOALS AND OBJECTIVES:

GOAL: To improve the safety of the responders and the survival outcome for victims involved in highway crashes and emergencies.

OBJECTIVES: Within the next twelve months, MU FRTI will offer highway safety-related training to firefighters and emergency responders across the state to improve their knowledge and capability to safely and competently respond to highway emergencies.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Three courses were conducted: Emergency Vehicle Driver Training; Traffic Control for the Emergency Responder; and, Vehicle Rescue Technician. There were three sessions of each course conducted throughout the state. The outcomes of this training included nine courses delivered and 187 responders trained with a total of 2,528 student instructional hours. Funds expended were \$14,070, which was the total allocation to MU FRTI. Based on the available funding, the project results/outcomes were successful in providing the identified emergency response training for highway emergencies.

Traffic Control for the Emergency Responder courses were held in Republic, Chillicothe, and Chaffee; Emergency Vehicle Driver Training courses were held in Sparta, Eldon and Oregon; Vehicle Rescue Technician training courses were held in Shell Knob, Viburnum, and Rogersville, Missouri.

FUNDING:

402 / 20.600: 14,070.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

TOPS/Roadside Safety Education Program

PROJECT NUMBER:

10-PT-02-99

PROGRAM AREA:

02

JURISDICTION SIZE:

6,630

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Union Police Dept.

AGENCY CONTACT:

Sgt. Art Amato

PROJECT DESCRIPTION:

Sgt. Amato will conduct one or two -day training programs presenting the four-hour TOPS curriculum and/or the four-hour Officer Roadside Safety Program developed in 2008 by Sgt. Art Amato. Whenever possible, they will be presented in a one day eight hour session. This program will be POST certified, and upon completion the attendees can be certified as TOPS instructors by Sgt. Amato. They in turn will be able to teach the TOPS curriculum.

This program can and will be presented to law enforcement instructors, practicing patrol officers, and law enforcement recruits.

PROBLEM IDENTIFICATION:

A substantial number of occupants killed in 2005-2007 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. In fatal crashes, 68.8% of the people who died were not buckled up (crashes where usage was known). Of those seriously injured, 38.1% were not belted. Conversely, of those not injured, 643,100 were wearing a seat belt.

Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2005-2007 crashes, 1 in 2 was injured when they failed to wear their seat belt. But when they were wearing a seat belt, their chances of being injured in the crash were 1 in 7. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 32 chance of being killed if they were not wearing a seat belt; but that chance dropped dramatically to only 1 in 1,220 if the driver was wearing a seat belt.

GOALS AND OBJECTIVES:**Goals:**

1. 2% increase in the statewide safety belt usage rate (2007 usage was 77.2%)
2. 2% increase in the teen young driver safety belt usage rate (2007 usage was 61.3%)
3. 2% increase in the child occupant restraint usage rate (2007 usage was 88%)

Objectives:

1. Participate in the National "Click It or Ticket" campaign
2. Participate in the quarterly occupant protection enforcement campaigns
3. Develop and implement an enforcement plan that will focus on non use of occupant protection devices as required by State statute or local ordinance

The overall goal of this program is for Sgt. Art Amato to present the NHTSA Traffic Occupant Protection Strategies training program and Sgt. Amato's Officer Roadside Safety Program to as many law enforcement personnel as possible. Ten training sessions would be scheduled periodically throughout the year in regional / statewide locations as requested to conduct one or two day - 4-8 hour training sessions. The training sessions can be instructed together or separately depending on the audience and requirements of the training provider. When possible, the attendees will be certified as TOPS instructors and will be able to present the curriculum locally to officers in their own general area.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Other (any other information or material that supports the Objectives)
5. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Union Police Department obtained funding under the Occupant Protection Strategies Grant to present NHTSA's "Traffic Occupant Protection Strategies" (TOPS) recently updated curriculum throughout the State of Missouri. The program focuses on the inherent dangers faced by law enforcement officers, as well as defining the importance of seatbelt usage and crash dynamics. The TOPS curriculum is designed as a four (4) hour program, and the "Officer Roadside Safety Program" is an additional four (4) hour program designed to enhance and expand upon the TOPS curriculum. These programs provide Law Enforcement specific crash data, contributing circumstances, and recommendations on how officers could reduce their likelihood of being involved in a roadside incident, and specific recommendations on how best to prevent a roadside incident.

The original grant proposal called for Sgt. Amato to be the sole presenter of the programs, however, he later partnered with Bill Sullivan, the NHTSA Region VII Law Enforcement Liaison, who requested to present with him throughout the year.

A total of 14 presentations were made throughout the State of Missouri, hosted either by individual departments, or sponsored through the St. Louis County and Municipal Police Academy in Wellston Missouri. In addition, one of the presentations was made through the Missouri Deputy Sheriff's Association, reaching the largest crowd of the year.

A total of 249 students were presented the training throughout the state. The largest single group of individuals to receive the training was representatives of the Missouri Deputy Sheriff's Association where two (2) individual presentations of the TOPS and Officer Roadside Safety Program were presented to the attendees. The training was conducted at the Annual Training Conference offered by the Sheriff's Association in Lake Ozark Missouri. This was the second year that the program was requested at the conference, and it was very well received and evaluated by the participants.

Four programs were sponsored through the St. Louis County and Municipal Police Academy, one in Wellston Missouri, two in Arnold and one in St. Peters Missouri. The other programs were scattered throughout the state including Republic Missouri, St. Joseph/Jackson County Missouri, Palmyra, Springfield, California, Centralia, Chesterfield and Mercer County. Individuals from Iowa attended the Mercer County presentation, and are in the process of attempting to bring the training to Iowa agencies.

Participants were asked to complete evaluations at the completion of each presentation, and the majority of the participants ranked the training as excellent or good, and most indicated they would recommend the training to other officers/agencies.

This grant was reduced to a minimal amount (\$500) for copying only, as the majority of expenses for speaker fees and POST credits was paid out of General Workshops grant 10-PT-02-143.

FUNDING:

\$500.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Rural Seat Belt Project

PROJECT NUMBER:

10-OP-02-2

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Through a special grant from the National Highway Traffic Safety Administration, the Missouri Safety Center will partner with the MoDOT Highway Safety Division to perform impact and observational surveys on motorists and subcontract with area law enforcement agencies to perform seat belt enforcement in ten counties in Southwest Missouri. The counties of Taney, Christian, Greene, Webster, Lawrence, Barry, McDonald, Newton, Jasper and Stone are the focus of the project, and it is similar in nature to the statewide seat belt survey and Click It or Ticket Campaigns. FY2010 funds will cover the cost of the enforcement phase, which is the month of October 2009, and post-surveys in November 2009, and pre- and post-surveys that will be conducted in May and June 2010.

PROBLEM IDENTIFICATION:

Hazardous driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Many of these crashes are caused by aggressive drivers of motorized vehicles who have committed one or more of the following violations: speeding; driving too fast for conditions; and/or following too close. Other hazardous driving may include improper lane change, red-light running, or impaired driving.

From 2005-2007, there were 1,519 fatalities resulting from aggressive drivers. Of those fatalities, 39.2% resulted from exceeding the speed limit, 56.6% resulted from driving too fast for conditions, and 4.2% from following too close. Also, during the same time frame there were 834 people killed and 4,090 were seriously injured from impaired driving.

In Southwestern Missouri the ten counties (Taney, Christian, Greene, Webster, Lawrence, Barry, McDonald, Newton, Jasper and Stone) average 66.4% seat belt usage rate. In addition, the area averages more unbuckled fatalities and disabling injuries than other similar regions in the state.

GOALS AND OBJECTIVES:

Goal: To increase seat belt use in the counties of Taney, Christian, Greene, Webster, Lawrence, Barry, McDonald, Newton, Jasper and Stone.

Objective: To subcontract with area law enforcement agencies to conduct an extended seat belt enforcement campaign, coupled with impact and observational surveys and enhanced media.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Objective: To subcontract with area law enforcement agencies to conduct an extended seat belt enforcement campaign, coupled with impact and observational surveys and enhanced media.

Result: The COIT/10 County Rural Seat Belt Project Enforcement campaign was conducted October 1st through October 31st, 2009. A Total of 46 Law Enforcement Agencies participated in this campaign utilizing 74 officers that worked a total of 1,147.75 overtime hours, and paid \$23,967.35 during that period of time.

The impact (intercept) survey was conducted by the Dept. of Revenue Motor Vehicle and Driver Licensing Testing Station office in each of the 10 Counties (survey sites determined by MoDOT Highway Safety Division and Missouri Safety Center, by using the Estimated Contract Agent Transactions FY 2009). Each survey location was contacted, visited, and the manager of each location was trained in how the survey would be conducted. Survey materials were distributed at that same time.

The 10 Counties and the preferred Licensing Office were:

- Barry County - Cassville Testing Station
- Christian County - Ozark Testing Station
- Greene County - South Fremont Testing Station
- Jasper County - Joplin Testing Station
- Lawrence County - Aurora Testing Station
- McDonald County - Pineville Testing Station
- Newton County - Neosho Testing Station
- Stone County - Lakeview/Branson Testing Station
- Taney County - Branson Testing Station
- Webster County - Marshfield Testing Station

The impact (intercept) surveys were conducted on the following dates starting at the beginning of business on Monday and ending at the close of business on Friday:

- Wave 4 - November 2-6, 2009
- Wave 5 - May 10-14, 2010
- Wave 6 - June 14-19, 2010

Reports of data collected were sent to the Highway Safety Division- MoDOT at the conclusion of each wave.

Enforcement statistics and results of waves 3 - 6 of the intercept surveys are attached. Waves 1 - 3 were funded under a FY2009 grant.

FUNDING:

\$121,000.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358


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2009 Southwest Missouri Rural Seat Belt Project (All agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	Other non HMV	Total
300	76	414	112	141	208	3181	1074	5506	1504	62	2538	9610

Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Sus/Rev Lic	Uni Mot	Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	NFTG	Camera	Camera Ct
75	91	2	119	527	1079	10526	3037	0	179	30	193	522	0

PBT Used	PBT Only	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+	Ad Radio	Ad TV	Ad News	Ad Press
26	0	7	15	13	7	10	2	0	24	0

Total number of records submitted: 37

**Rural Seat Belt Project
Intercept Survey Tables
Waves 4 through 6**

Table 1

Frequency by Wave		
	Frequency	Percent
Wave 4	299	12.9%
Wave 5	495	58.8%
Wave 6	347	41.2%
Total	842	100.0%

Location

Frequency by Location							
	Location	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
1	Aurora	20	5.4%	33	6.7%	54	15.6%
2	Branson	36	9.9%	29	5.9%	82	23.6%
3	Branson West	24	6.6%	39	7.9%	15	4.3%
4	Joplin	207	56.7%	167	33.7%	0	0.0%
5	Marshfield	21	5.8%	69	13.9%	44	12.7%
6	Monett	46	12.6%	63	12.7%	54	15.6%
7	Neosho	0	0.0%	23	4.7%	26	7.5%
8	Ozark	11	3.0%	12	2.4%	23	6.6%
9	Pineville	0	0.0%	49	9.9%	35	10.1%
10	Springfield	0	0.0%	11	2.2%	14	4.0%
	Total	365	100.0%	495	100.0%	347	100.0%

Question 1

Frequency by County							
	County	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
1	Barry	28	7.7%	35	7.1%	39	11.3%
2	Christian	20	5.5%	26	5.3%	32	9.3%
3	Greene	48	13.2%	41	8.3%	43	12.5%
4	Jasper	151	41.5%	120	24.3%	6	1.7%
5	Lawrence	27	7.4%	38	7.7%	33	9.6%
6	McDonald	4	1.1%	61	12.4%	39	11.3%
7	Newton	54	14.8%	54	11.0%	28	8.1%
8	Stone	10	2.8%	42	8.5%	32	9.3%
9	Taney	21	5.8%	25	5.1%	65	18.8%
10	Webster	1	0.2%	51	10.3%	28	8.1%
	Total	364	100.0%	493	100.0%	345	100.0%

Question 2

Miles Driven in Last Year by Wave						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Under 5,000	59	16.3%	66	13.4%	45	13.2%
5,000 to 10,000	114	31.6%	151	30.8%	77	22.5%
10,000 to 15,000	109	30.2%	143	29.1%	103	30.1%
Over 15,000	79	21.9%	131	26.7%	117	34.2%
Total	361	100.0%	491	100.0%	342	100.0%

Question 3

Type of Vehicle by Wave						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Crossover	5	1.5%	13	2.7%	13	3.8%
Passenger Car	183	53.0%	197	41.4%	150	43.6%
Pickup	72	20.9%	148	31.1%	105	30.5%
SUV	65	18.8%	82	17.2%	51	14.8%
Van	20	5.8%	36	7.6%	25	7.3%
Total	345	100.0%	476	100.0%	344	100.0%

Question 4

How Often Do You Wear Seat Belt by Wave						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Always	255	69.9%	283	57.4%	189	54.6%
Nearly Always	55	15.0%	109	22.1%	65	18.8%
Sometimes	31	8.5%	55	11.2%	58	16.8%
Seldom	15	4.1%	31	6.3%	24	6.9%
Never	9	2.5%	15	3.0%	10	2.9%
Total	365	100.0%	493	100.0%	346	100.0%

Question 5

Is it Important for Police Enforcement to Enforce Seat Belt Laws						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Yes	277	78.3%	343	72.7%	261	77.7%
No	77	21.7%	129	27.3%	75	22.3%
Total	354	100.0%	472	100.0%	336	100.0%

Question 6

Chances of Getting a ticket for not Wearing Seat Belt						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Always	87	23.9%	121	24.5%	71	20.5%
Nearly Always	71	19.5%	131	26.6%	66	19.1%
Sometimes	147	40.4%	150	30.4%	127	36.7%
Seldom	49	13.5%	72	14.6%	61	17.6%
Never	10	2.7%	19	3.9%	21	6.1%
Total	364	100.0%	493	100.0%	346	100.0%

Question 7

Do You Think Seat Belt Law is Enforced						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Very Strictly	60	16.6%	72	14.7%	32	9.4%
Somewhat Strictly	165	45.7%	234	47.7%	134	39.3%
Not very Strictly	113	31.3%	115	23.4%	111	32.5%
Rarely	21	5.8%	58	11.8%	47	13.8%
Not at All	2	0.6%	12	2.4%	17	5.0%
Total	361	100.0%	491	100.0%	341	100.0%

Question 8

Have You Received a Ticket for Not Wearing a Seat Belt						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Yes	45	12.5%	86	17.8%	52	15.5%
No	314	87.5%	396	82.2%	283	84.5%
Total	359	100.0%	482	100.0%	335	100.0%

Question 9

Have You Seen or Heard Anything about Seat Belts in Last 6 Months						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Yes	222	62.0%	244	50.2%	172	51.0%
No	136	38.0%	242	49.8%	165	49.0%
Total	358	100.0%	486	100.0%	337	100.0%

Question 10

Have you Recently Read, Seen, or Heard anything about Seat Belts						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Yes	265	72.8%	315	64.0%	217	63.1%
No	99	27.2%	117	36.0%	127	36.9%
Total	364	100.0%	492	100.0%	344	100.0%

If Yes on Question 10

Source of Information for Yes answers on Question 10						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Newspaper	87	12.3%	92	18.6%	52	15.0%
Radio	114	16.1%	136	27.5%	98	28.2%
TV	182	25.7%	178	36.0%	121	34.9%
Brochure	56	7.9%	41	8.3%	29	8.4%
Police Enforcement	65	9.2%	44	8.9%	29	8.4%
Internet	40	5.8%	33	6.7%	19	5.5%
Billboards	129	18.2%	140	28.3%	103	29.7%
Other	34	4.8%	32	6.5%	19	5.5%

Question 11

Have You Recently Read, Seen, or Heard Anything About Wearing a Seat Belt While in a Pickup Truck						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Yes	92	29.4%	93	21.9%	75	24.0%
No	221	70.6%	332	78.1%	237	76.0%
Total	313	100.0%	425	100.0%	312	100.0%

Question 12

Name of Seat Belt Programs Known						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Arrive Alive	219	36.0%	221	44.7%	152	43.8%
Ticket	305	50.2%	388	78.4%	261	75.2%
Operation Safe Teen	45	7.4%	45	9.1%	22	6.3%
Buckle-Up in Your Truck	39	6.4%	62	12.5%	42	12.1%

Question 13

Gender						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Male	171	47.4%	263	55.0%	172	51.2%
Female	190	52.6%	215	45.0%	164	48.8%
Total	361	100.0%	478	100.0%	336	100.0%

Question 14

Age						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Under 20	40	10.9%	52	10.6%	61	17.7%
21-25	51	14.0%	77	15.6%	56	16.2%
26-39	81	22.2%	122	24.8%	70	20.3%
40-49	62	17.0%	85	17.3%	68	19.8%
50-59	60	16.4%	77	15.6%	45	13.0%
Over 60	71	19.5%	79	16.1%	45	13.0%
Total	365	100.0%	492	100.0%	345	100.0%

Question 15

Race						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
African American	14	3.9%	17	3.5%	35	10.3%
Asian	5	1.4%	4	0.8%	10	2.9%
Native American	9	2.5%	5	1.0%	10	2.9%
Other	5	1.4%	3	0.6%	1	0.3%
Spanish/Hispanic	9	2.5%	26	5.4%	37	10.9%
White	316	88.3%	429	88.7%	247	72.7%
Total	358	100.0%	484	100.0%	340	100.0%

Question 16

Income						
	Wave 4	Percent	Wave 5	Percent	Wave 6	Percent
Less than \$15,000	102	29.5%	111	23.8%	91	27.7%
\$16,000-\$25,000	75	21.7%	103	22.2%	71	21.6%
\$26,000-\$34,000	51	14.7%	103	22.2%	57	17.3%
\$35,000-\$50,000	51	14.7%	76	16.3%	55	16.7%
Over \$50,000	67	19.4%	72	15.5%	55	16.7%
Total	346	100.0%	465	100.0%	329	100.0%

PROJECT TITLE:

Highway Safety Rural Seat Belt Project

PROJECT NUMBER:

10-OP-02-3

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mr. Scott Jones

PROJECT DESCRIPTION:

Through a special grant from the National Highway Traffic Safety Administration, the MoDOT Highway Safety Division will provide public information and education and other support in an effort to increase the seat belt usage rate in Southwestern Missouri. The counties of Taney, Christian, Greene, Webster, Lawrence, Barry, McDonald, Newton, Jasper and Stone are the focus of the project, and it is similar in nature to the statewide seat belt survey and Click It or Ticket Campaigns, but focused on the month of October.

PROBLEM IDENTIFICATION:

Hazardous driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Many of these crashes are caused by aggressive drivers of motorized vehicles who have committed one or more of the following violations: speeding; driving too fast for conditions; and/or following too close. Other hazardous driving may include improper lane change, red-light running, or impaired driving.

From 2005-2007, there were 1,519 fatalities resulting from aggressive drivers. Of those fatalities, 39.2% resulted from exceeding the speed limit, 56.6% resulted from driving too fast for conditions, and 4.2% from following too close. Also, during the same time frame there were 834 people killed and 4,090 were seriously injured from impaired driving.

In Southwestern Missouri the ten counties (Taney, Christian, Greene, Webster, Lawrence, Barry, McDonald, Newton, Jasper and Stone) average 66.4% seat belt usage rate. In addition, the area averages more unbuckled fatalities and disabling injuries than other similar regions in the state.

GOALS AND OBJECTIVES:

Goal: To increase seat belt use in the counties of Taney, Christian, Greene, Webster, Lawrence, Barry, McDonald, Newton, Jasper and Stone.

Objective: To fund public information and education and other expenses related to the Southwestern Missouri Rural Seat Belt Project.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This grant funded the media campaign associated with the October 2009 Rural Seat Belt Project in Southwest Missouri. A variety of media outlets were utilized, with funds expended through five sources:

Television ads: \$99,379.35

Radio ads: \$10,307.13

Internet ads: \$12,195.22

Ice box wraps at convenience stores: \$20,520.59

Digital cinema ads: \$6,460.66

There were 636 radio spots and 442 television spots purchased through this grant, along with 2,681,330 internet impressions made, targeting young male pickup drivers through internet ads and online gaming.

FUNDING:

\$150,600.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

CPS Program Activities

PROJECT NUMBER:

10-OP-05-2

PROGRAM AREA:

05

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Fewer children every year will be injured or killed in motor vehicle crashes when parents and care givers are provided with accurate information about the correct installation and proper use of child restraints. Child passenger restraints save lives.

In an effort to ensure consistency among CPS instructors, the funding may also be used to finance the travel expenses for two members of the Missouri CPS Advisory Committee (who are required to hold instructor certification) to the Annual National Lifesavers Conference where they can obtain technical updates. Attendance at this conference will also afford them the opportunity to network with other instructors/technicians as well as other safety professionals from other states so they can bring back valuable information that will be shared with the many CPS communities around the state.

In addition, this funding may be used to purchase child safety seats and other necessary expenses for exhibits not allowable under the 2011(d) grant funding, such as t-shirts with safety messages.

PROBLEM IDENTIFICATION:

Motor vehicle crashes are the leading cause of death for children age 2 to 14. More than 90% of child restraints are estimated to be used incorrectly in Missouri. Many children age 14 and under ride in the wrong restraint type for their age and size. Sometimes manufacturers' instructions are difficult to understand. Therefore, parents/care givers may need assistance in understanding the procedures for correct installation of child safety seats.

It is imperative that instructors stay abreast of the most current technology regarding child passenger safety issues so the information may be passed on to the public through certified child passenger safety technicians. Travel and expenses for Missouri CPS Instructors are not allowed under the 2011 (d) grant, therefore, some instructors who serve on the MO CPS Advisory Committee are not able to attend the Annual Lifesavers Conference, during which many break-out sessions, presentations, and new technology updates regarding child safety seats are offered.

GOALS AND OBJECTIVES:**Goal:**

To provide funding for expenses for CPS professionals that are not authorized under 2011(d) funding.

Objectives:

- Fund expenses for national CPS conferences.
- Purchase child safety seats for exhibits, etc.
- Other purchases relating to CPS activities not authorized under 2011(d) funding.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

With this contract, three members of the Missouri Child Passenger Safety (CPS) Advisory Committee were financially assisted to enable them to attend the 2010 Lifesavers Conference in Philadelphia, Pennsylvania. These committee members attended many educational CPS sessions, some of which provided continuing education units toward their recertifications, a look at the latest child safety seats available on the market, as well as tracks that dealt with other occupant protection issues.

A total of one hundred seventy-six child safety seats/booster seats were provided to the Lee's Summit Police Department's CPS program, the Safety & Health Council of MO and Kansas, and the Howell County Health Department for distribution to families in need of safety seats.

The Missouri CPS Advisory Committee was able to meet during its summer annual meeting with the funding from this contract. During the meeting the committee was able to discuss in depth many CPS-related issues, including the development of a new educational roll out video for law enforcement regarding recognizing CPS violations.

New LATCH manuals were ordered and sent to new Inspection Stations to help with efforts to provide education on the proper installation of child safety seats to parents and care givers in their communities.

"Don't Monkey Around" t-shirts that included the safety message to buckle up were provided to children at the St. Louis Zoo during a Safety Fair, targeting the 800 plus families attending the safety event that day.

FUNDING:

\$12,000.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

2011 Child Passenger Safety

PROJECT NUMBER:

10-K3-05-3

PROGRAM AREA:

05

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

With the passage of the booster seat law in 2006, the Highway Safety Division applied for a Section 2011 Child Safety Seat and Booster Seat incentive grant. Missouri was awarded a grant in the amount of \$852,790 during the first year, and \$600,000 the following year. Application for this funding has been submitted for the next fiscal year as well. Funds have been used to cover the costs of CPS training, supplies (including child safety seats and booster seats), printing, and travel expenses relating to child passenger safety education.

PROBLEM IDENTIFICATION:

Motor vehicle crashes remain the leading cause of unintentional injury-related deaths among children under the age of 16 years in Missouri. According to the Missouri State Highway Patrol, in 2005, 61 fatalities and 6,675 injuries were reported on children under age 16 due to motor vehicle crashes in Missouri. Many of the injuries and fatalities occur when children ride unrestrained or are improperly restrained. It is estimated that approximately 73 percent of children who are placed in child safety seats are improperly restrained.

Lack of funds to purchase child safety seats and booster seats contributes to lower usage rates among low-income families. However, research shows that 95 percent of low-income families who own a child safety seat use it. Improving access to affordable child restraint systems and educating parents and care givers about proper installation and use are key components to increasing use rates in these socio-economic groups.

GOALS AND OBJECTIVES:**Goal:**

The Highway Safety Division will expand efforts to reduce the total number of fatalities and serious injuries to children ages birth to eight by educating parents on how to properly install their child safety seats, increase awareness regarding the misuse rate, provide training to persons to manage inspection stations, and provide age/size appropriate child safety seats/booster seats to parents in need.

Objectives:

- To support 6 Child Passenger Safety classes this fiscal year
- To distribute 100,000 brochures on the proper child safety seat selection and use
- To distribute 8,530 car seats/booster seats to low-income families
- Participate in statewide enforcement/education campaign(s)

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

During FY 2010, the 2011(d) funding was used to purchase \$155,524 (approximately 3,240 convertible child safety seats and 772 booster seats for low income families). Up to 50% of the 2011(d) allocation may be spent on child safety seats. The MO CPS Advisory Committee determined that in order to receive the seats, inspection stations must be listed on the NHTSA website, must maintain at least one currently certified technician to provide education along with the safety seat, and must serve low income families (pursuant to federal guidelines). These safety seats were provided to the 117 inspection stations in Missouri that were listed on the NHTSA website for distribution (current copy attached to this report). These Inspection Stations each estimate that an average of over 350 child safety seats are checked each year at their locations.

LATCH Manuals are also provided to new inspection stations as well as to existing inspection stations when the manual is updated. Equipment such as vehicle seat simulators, training dolls, and child safety seats are provided to agencies that partner with the Highway Safety Division to provide multiple classes during the year. An instructor candidate in the Howell County area has begun the certification process and will be certified as an instructor within the fiscal year. This will bring the number of CPS Instructors in Missouri up to 40.

Seven NHTSA standardized child passenger safety technician certification courses were sponsored through the Highway Safety Office. Attendance records indicate groups trained included law enforcement, health department personnel (including nurses), firemen, emergency medical professionals, and others. The courses were usually 3-4 days long and combined classroom instruction, hands-on work with car seats and vehicles, and a community safety seat checkup. Instructor fees, class supplies, and registration fees for students were reimbursed when requested. The classes were held around the state (Sedalia, Eldon, Macon, Columbia, Crystal City, Chillicothe and Maryville, MO). By providing the classes 87 additional CPS technicians were certified. In addition, this grant funded recertification fees for instructors and technicians when requested, and additional training supplies were provided as needed.

Brochures and other printing costs were funded through this grant as well. Over 54,234 CPS-related brochures were printed and distributed during the fiscal year to help educate parents or the public about the importance of proper installation of child safety seats. Part of those printing costs included law enforcement citation cards that are still available and distributed to every law enforcement agency around the state that request them as new law enforcement officers are trained/recruited. Two law enforcement campaigns with an emphasis on child passenger safety were funded (or partially funded) this fiscal year with the 2011(d) allocation. Activities are detailed under the CIOT ("Click It Or Ticket") grant (10-PT-02-78)) along with the listing of agencies participating and the citations written. Additionally, a separate annual report (10-K3-05-2) will detail law enforcement activities for the campaign held during National CPS Week.

There are currently 892 currently certified CPS technicians in Missouri. The last child safety seat survey conducted in 2009 indicated a 91% usage rate of child safety seats; a good indication that the program is reaching parents/care givers around the state. A very important part of the success is contributed to public awareness campaigns through True Media (activities covered under a separate grant).

FUNDING:

\$307,000.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Child Safety Seat Inspection Stations - Missouri (MO) By Districts - November 2010

District	County	Organization	Contact Last Name	Contact First Name	Street Address	City	State	Zip Code	Phone
District 1									
1	Buchanan	Missouri State Highway Patrol	Lyon	Sheldon	3525 N. Belth Highway	St. Joseph	MO	64508	816-387-2345
1	Buchanan	Missouri Department of Transportation	Allen	Lana	4718 S. 169 Highway	St. Joseph	MO	64507	816-387-2590
1	Buchanan	St. Joseph Safety and Health Council	Carter	Janice	118 S. 5th Street	St. Joseph	MO	64501	816-233-3330
1	Buchanan	YWCA	McChristy	Traci	304 N. 8th St.	St. Joseph	MO	64501	816-232-4481
1	Clinton	Cameron Regional Medical Center	Bray	Laura	1600 E. Evergreen	Cameron	MO	64429	816-649-3244
1	Clinton	Clinton County Health Department	Shock	Blair	106 Bush Street	Plattsburg	MO	64477	816-539-2144
1	Daviess	Daviess County Health Department	Nicholas	Jackie	609 A. South Main	Gallatin	MO	64640	660-663-2414
1	Harrison	Harrison County Health Department	Rucker	Christine	1700 Bethany Ave, Box 425	Bethany	MO	64424	660-425-6324
1	Nodaway	Missouri Department of Transportation	Blane	Julie	28320 250th St.	Maryville	MO	64468	660-582-3300
1	Nodaway	Maryville Department of Public Safety	Wilson	Wayne	222 E. 3rd. St	Maryville	MO	64468	660-562-3209
District 2									
2	Adair	Kirksville Fire Department	Schilling	Joe	401 N. Franklin Street	Kirksville	MO	63501	660-627-5513
2	Carroll	Carroll County Health Department	Brock	Judy	5 North Ely	Carrollton	MO	64633	660-542-3247
2	Chariton	Chariton County Health Center	Naylor	Kathy	206 State St.P.O. Box 214	Keyteville	MO	65261	660-288-3675
2	Grundy	Grundy County Health Department	Westcott	Jennifer	1716 Lincoln	Trenton	MO	64683	660-359-4196
2	Howard	Parents as Teachers	Holtwick	Nancy	702 Lucky St.	Fayette	MO	65248	660-248-3686
2	Linn	Linn County Health Department	Dowell	Sharon	635 S. Main	Brookfield	MO	64628	660-258-7251
2	Macon	Macon County Health Department	Lene	Tammy	503 North Missouri Street	Macon	MO	63552	660-385-4711
2	Macon	Chiklren's Division	Gunnels	Jennifer	1716 Prospect Drive	Macon	MO	63552	660-385-3191
2	Macon	Missouri State Highway Patrol - Troop B	Bernhardt	Brent	308 Pine Crest Drive	Macon	MO	63552	660-385-2132
2	Mercer	Mercer County Health Department	Williams	Joni	305 W. Main St.	Princeton	MO	64673	660-748-3630
2	Putnam	Putnam County Health Department	Johnson	Jeanie	1613 Grant St.	Unionville	MO	63565	660-947-2429
2	Saline	Saline County Health Department	Allred	Corbin	868 S. Brunswick Ave.	Marshall	MO	65340	660-886-3434
2	Sullivan	Sullivan County Health Department	Harris	Denise	101 Hawthorne Dr.	Milan	MO	63556	660-265-4141
District 3									
3	Audrain	Mexico Public Safety Department	Smith	Penny	300 N. Coal - City Hall	Mexico	MO	65265	573-581-2100
3	Lincoln	Lincoln County Health Department	Sitler	Lisa	#5 Health Department Drive	Lincoln	MO	63379	636-528-6117 ext. 405
3	Lincoln	Lincoln County Health Department	Sitler	Lisa	251 W. Collier	Troy	MO	63379	636-528-6117
3	Lincoln	MoDOT District Three	Foppe	Michael	121 Francis	Troy	MO	63379	636-528-3181
3	Marion	Marion County Health Department	Carter	Ashley	3105 Route W	Hannibal	MO	63401	573-221-1166
3	Marion	Marion County Emergency Sevices	Wells	Brandon	777 Broadway	Hannibal	MO	63401	573-221-1806
3	Marion	Palmyra Police Department	Behrens	Barbara	301 S. Main St.	Palmyra	MO	63461	573-769-5540
3	Monroe	Monroe County Health Department	Gigi	Lehenbauer	310 N. Market St	Paris	MO	65275	660-327-4259 x 119
3	Montgomery	Montgomery County Health Department	Hoette	Kathie	400 N. Salisbury Street	Montgomery	MO	63301	573-564-2495
3	Pike	Pike County Health Departmetn	Gamm	Kim	5 East Church St	Bowling Green	MO	63334	573-324-6373

Child Safety Seat Inspection Stations - Missouri (MO) By Districts - November 2010

District	County	Organization	Contact Last Name	Contact First Name	Street Address	City	State	Zip Code	Phone
3	Ralls	Ralls County Health Department	Reed	Tina	405 W. 1st Street	New London	MO	63459	573-985-7121
District 4									
4	Cass	Harrisonville Emergency Services	Cherri	Shawn	903 S. Commercial St.	Harrisonville	MO	64701	816-380-8952
4	Cass	South Metro Fire District	Tindall	Chris	611 W. Foxwood Drive	Raymore	MO	64083	816-331-3008
4	Cass	Cass County Sheriff	Tieman	Kevin	2501 W. Wall, Suite 100	Harrisonville	MO	64701	816-380-8320
4	Clay	Gladstone Public Safety FIRE/EMS	Duddy	Charles	6569 N. Prospect Avenue	Gladstone	MO	64119	816-454-4829
4	Clay	Kearney Fire and Rescue Protection District	Looper	Robert	201 E. 6th	Kearney	MO	64060	816-628-4122
4	Clay	Liberty Fire Department	Radley	Larry	200 W. Mississippi	Liberty	MO	64068	816-792-6005
4	Henry	Calhoun Early Childhood Center	Pusaro	Paula	409 S. College	Calhoun	MO	65323	660-694-0195
4	Henry	Henry County Health Center	Goar	Donna	306 S. Second St.	Clinton	MO	64735	660-885-8193
4	Henry	West Community Action Agency Head Start	Greenwell	Jennifer	1003 E. Clark	Clinton	MO	64735	660-885-3764
4	Henry	Windsor CPS Tech	Eason	Lisa	421 Olive St.	Windsor	MO	65360	660-647-3634
4	Jackson	Independence Police Department	Edwards	Jim	223 N. Memorial Dr.	Independence	MO	64050	816-325-7643
4	Jackson	Children's Mercy Hospitals & Clinics	Larimore	Phyllis	2401 Gillham Road	Kansas City	MO	64108	816-234-3700
4	Jackson	MAST Foundation of Health and Safety	Hulett	Peggy	6750 Eastwood Trafficway	Kansas City	MO	64129	816-300-2409
4	Jackson	Safety and Health Council of Western Missouri and Kansas	Smith	Beverly	5829 Troost Avenue	Kansas City	MO	64110	816-842-5223 x 233
4	Jackson	Saint Lukes Hospital	Girten	Susie	4401 Wornall Road	Kansas City	MO	64111	816-932-6220
4	Jackson	Lee's Summit Police Department	Cooper	Kendra	10 NE Tudor Rd	Lee's Summit	MO	64086	816-969-1705
4	Jackson	St. Luke's East, Lee's Summit	Cardos-Atteb	Sara	100 N.E. St. Luke's Blvd	Lee's Summit	MO	64086	816-347-4678
4	Jackson	Missouri State Highway Patrol	Stosberg	Collin	504 SE Blue Parkway	Lee's Summit	MO	64063	816-622-0800 x 254
4	Jackson	Raytown EMS	Halloway	Greg	10020 E. 66th Terr.	Raytown	MO	64133	816-737-6030
4	Johnson	Johnson County Community Health Services	Davis	Rhonda	429 Burkarth Rd. 1031 Vanderberg Ave, Ste	Warrensburg	MO	64093	660-747-6121
4	Johnson	509 Security Forces	Ronal	Reed	502B	Whiteman AFB	MO	65305	660-687-2512
4	Lafayette	Lafayette County Health Department	Oetting	Donna	547 South 13 Highway	Lexington	MO	64067	660-259-4371
4	Ray	Ray County Ambulance District	Essig	Jessica	10625 Lee Holt Rd	Richmond	MO	64085	816-470-3030
District 5									
5	Benton	Cole Camp Police Department	Smith	Lesia	401 W. Main	Cole Camp	MO	65325	660-668-2321
5	Boone	Centralia Police Department	Fair	Thomas	114 S. Rollins	Centralia	MO	65240	573-682-2132
5	Boone	Columbia Fire Department	Darla	Atkins	201 Orr St	Columbia	MO	65201	573-874-7556

Child Safety Seat Inspection Stations - Missouri (MO) By Districts - November 2010

District	County	Organization	Contact Last Name	Contact First Name	Street Address	City	State	Zip Code	Phone
5	Callaway	Callaway County Ambulance District	Ellis	Chuck	311 Hickman Ave	Fulton	MO	65251	573-642-7260 x 17
5	Callaway	City of Fulton Fire Department	Kischke	Richard	1201 Westminster 5144 Old Highway 40, P.O.	Fulton	MO	65251	573-592-3159
5	Callaway	North Calloway Fire Protection District	Karhoff	Lana	Box 46	Kingdom City	MO	65262	573-642-9339
5	Camden	Osage Beach Police Department	Page	Arlyne	1000 City Parkway	Osage Beach	MO	65065	573-302-2010
5	Camden	Camdenton Police Department	Stradt	Melissa	437 West US Highway 54	Camdenton	MO	65020	573-346-3604
5	Camden	Parents as Teachers	Austin	Stacey	119 Service Rd.	Camdenton	MO	65020	573-346-9268
5	Cole	Missouri Highway Safety Division - MoDOT	Hoelscher	Pam	2211 St. Mary	Jefferson City	MO	65109	800-800-2358
5	Cole	Missouri Police Chiefs Charitable Foundation	Lineback	Sheldon	1001 W. High St.	Jefferson City	MO	65101	573-636-5444
5	Cole	Missouri State Highway Patrol - GHQ	Hotz	John	1510 E. Elm	Jefferson City	MO	65101	573-526-6267
5	Cole	Missouri State Highway Patrol - Troop F	Reinsch	Paul	2920 N. Shamrock Rd.	Jefferson City	MO	65102	573-751-1000
5	Cooper	Boonville Fire Department	Pinkett	Jody	500 Bingham Rd.	Boonville	MO	65233	660-882-2606
5	Gasconade	Gasconade-Osage County Health Department	Stephen	Tara	300 Schiller 1210 Highway 28 West, Suite	Hermann	MO	65041	573-486-3129
5	Gasconade	Gasconade-Osage County Health Department	Baehr	Linda	F	Owensville	MO	65066	573-437-2579
5	Miller	Miller County Ambulance District	Sedwick	Kelly	1304 S. Aurora St.	Eldon	MO	65026	573-392-7303
5	Miller	Miller County Health Department	Huff	Lucretia	2125 Highway 25	Tuscumbia	MO	65082	573-369-2359
5	Morgan	Morgan County Health Department	Vaughn	Ashleigh	104 W. Lafayette	Versailles	MO	65084	573-378-5438
5	Pettis	Sedalia Fire Department	Tweeter	Bill	600 S. Hancock	Sedalia	MO	65301	660-826-8044
5	Pettis	Sedalia Police Department	Collins	Rodney	201 West 2nd	Sedalia	MO	65301	660-827-7823 x126
District 6									
6	Franklin	St. Clair Fire Protection District	Johnmeyer	Chad	470 E. North Street	St. Clair	MO	63077	636-629-2727
6	Franklin	Union Fire Protection District	VanLeer	Joe	1401 W. Springfield	Union	MO	63084	636-583-2515
6	Franklin	Washington Police Department	Douglas	Chris	301 Jefferson St.	Washington	MO	63090	636-390-1050
6	Jefferson	Rock Community Fire Protection District	Harder	Ron	3749 Telegraph Rd	Arnold	MO	63010	636-296-2211
6	Jefferson	Cedar Hill Fire Protection District	Shuster	Greg	6766 Cedar Hill Rd	Cedar Hill	MO	63016	636-285-3345
6	Jefferson	DeSoto Rural Fire District	Barton	Jesse	201 E. Miller St.	DeSoto	MO	63020	636-586-2557
6	Jefferson	Eureka Fire Protection District	Allen-Frost	Sheila	4849 Highway 109	Eureka	MO	63025	636-938-5505
6	Jefferson	Hematite Fire Protection District	Watson	Clarence	3067 Meyer Rd.	Festus	MO	63028	636-937-6898
6	Jefferson	Herculaneum Police Department	Iberg	Michael	#1 Parkwood Ct.	Herculaneum	MO	63048	636-479-4791
6	Jefferson	Jefferson R-7 Fire Protection District	Straussberg	Michael	13000 State Rd TT	Festus	MO	63028	636-937-6878
6	Jefferson	High Ridge Fire Protection District	Coleman	Roger	2842 High Ridge	High Ridge	MO	63049	586-2722
6	Jefferson	Jefferson County Health Department	Cummings	Donna	405 Main Street	Hillsboro	MO	63052	636-789-3372 x 127
6	Jefferson	Joachim Platin Emergency Medical Services	Neff	John	619 Collins Drive	Festus	MO	63028	636-937-2224

Child Safety Seat Inspection Stations - Missouri (MO) By Districts - November 2010

District	County	Organization	Contact Last Name	Contact First Name	Street Address	City	State	Zip Code	Phone
6	Jefferson	Pacific Fire Protection District	Bruns	Jonathan	910 West Osage	Pacific	MO	63069	636-257-3633
6	Jefferson	Valle Ambulance District	Renfro	Lena	12363 State Route 21	DeSoto	MO	63020	636-586-2131
6	St. Charles	St. Charles County Ambulance District	Limpert	Martin	4169 Old Mill Parkway	St. Peters	MO	63376	636-441-1354
6	St. Charles	Jungerman CARSTAR	Donius	Toni	1505 Jungermann Rd.	St. Peters	MO	63376	636-939-4199
6	St. Louis	Car Craft CARSTAR	Gentry	Nikki	11537 St. Charles Rock	Bridgeton	MO	63044	314-494-8955
6	St. Louis	Car Craft CARSTAR	Gentry	Nikki	47 Caprice Dr.	Chesterfield	MO	63055	314-494-8955
6	St. Louis	Gapsch CARSTAR Collision Center	Bruce	Dawn	4709 Green Park Dr.	St. Louis	MO	63123	314-894-2322
6	St. Louis	Eureka Police Department	Werges	Jennifer	120 City Hall Drive	Eureka	MO	63025	636-938-6601
6	St. Louis	Afton Fire Protection District	Bryant	Mark	9282 Gravois Road	Afton	MO	63123	314-631-1803 x 3
6	St. Louis	Chesterfield Police Department	Caswell	Mark	690 Chesterfield Parkway West	Chesterfield	MO	63017	636-537-3000
6	St. Louis	Missouri Department of Transportation	Ruffus	Phil	1590 Woodlake Dr.	Chesterfield	MO	63017	314-340-4261
6	St. Louis	City of Clayton Fire Department	Junger	Erin	10 N. Bemiston	Clayton	MO	63105	314-290-0485
6	St. Louis	Fenton Fire District	Cooper	Joel	845 Gregory Lane	Fenton	MO	63026	636-343-4188
6	St. Louis	Ferguson Fire Department	Bommarito	Tony	106 Church	Ferguson	MO	63136	314-521-1117
6	St. Louis	Florissant Valley Fire Protection District	Tuley	Stephen	645 St. Catherine Street	Florissant	MO	63031	314-837-4894
6	St. Louis	Laidlaw Education Services	McKenna	Jane	17146 Manchester Road	Grover	MO	63040	636-458-2044
6	St. Louis	Hazelwood Fire Department	Getz	Randy	6800 Howdershell Rd	Hazelwood	MO	63042	314-731-3424
6	St. Louis	Maryland Heights Fire District	Schmiderer	David	2600 Schuetz Road	Maryland He	MO	63043	314-298-4400
6	St. Louis	Ranken Jordan	Wilson	Heather	11365 Dorsett Rd.	Maryland He	MO	63043	314-872-6435
6	St. Louis	Overland Police Department	Barthelmass	Scott	2410 Goodale Avenue	Overland	MO	63122	314-427-1277
6	St. Louis	Barnes Jewish Hospital	Henson	Pam	#1 Barnes Jewish Hospital Plaza Dr.	St. Louis	MO	63128	314-362-6810
6	St. Louis	Cardinal Glennon Children's Hospital	Laurance	Kim	1465 S. Grand Boulevard	St. Louis	MO	63104	314-268-2700 Ext- 1520
6	St. Louis	King Chrysler-Jeep, Inc.	DeRoy	Cindy	2245 S. Kingshighway	St. Louis	MO	63110	314-664-3000
6	St. Louis	Ladue Police Department	Hahs	Ray	9345 Clayton	St. Louis	MO	63124	314-993-1214
6	St. Louis	Mehville Fire Protection District	Schmidt	Joseph	11020 Mueller Rd.	St. Louis	MO	63123	314-894-0420 x 1702
6	St. Louis	Missouri State Highway Patrol - Troop C	Scerine	Julie	599 S. Mason Rd.	St. Louis	MO	63141	314-340-4028
6	St. Louis	Safe Kids St. Louis Mobile Van Fitting Station	Fanter	Kim	7980 Clayton	St. Louis	MO	63117	314-612-5770
6	St. Louis	Safety Basics LLC Mobile Fitting Station	McCabe	Debbie	548 Hartmann Ct.	St. Louis	MO	63122	314-504-7926

Child Safety Seat Inspection Stations - Missouri (MO) By Districts - November 2010

District	County	Organization	Contact Last Name	Contact First Name	Street Address	City	State	Zip Code	Phone
6	St. Louis	Shriners Hospitals for Children	Pounds	Melissa	2001 S. Lindbergh	St. Louis	MO	63131	314-432-3600
6	St. Louis	St. Louis Children's Hospital	Althardt	Jennifer	One Children's Place	St. Louis	MO	63110	800-678-5437
6	St. Louis	St. Louis Fire Department	Collier	Sharon	1421 N. Jefferson	St. Louis	MO	63106	314-289-1988
6	St. Louis	West Overland Fire Protection District	Hake	Ray	10789 Midland	St. Louis	MO	63114	314-428-6069
6	St. Louis	Central County Fire & Rescue	Barter	Mike	#1 Timberbrook Drive	St. Peters	MO	63376	636-970-9700
6	St. Louis	Town & Country Police Department	Hunt	Chris	1011 Municipal Center Drive	Town & Cou	MO	63131	314-432-4696 x 139
6	St. Louis	Valley Park Fire District	Wilken	Kyle	55 Cresent Ave	Valley Park	MO	63088	636-225-4260
6	St. Louis	Missouri State Highway Patrol - Troop C	Nothum	Al	891 Technology	Weldon Sprin	MO	63304	636-300-2800
6	St. Louis	Saint Louis County Police Department	Wolff	Robert	17065 Manchester Road	Wildwood	MO	63040	636-458-9194
6	St. Louis	City of Berkeley Fire Department	Collier	Jeffery	6140 N. Humley Rd	Berkeley	MO	63134	314-524-2041
6	St. Louis	St. Clair Hospital	Waser	Kathy	1015 Bowles	Fenton	MO	63026	636-496-2000
6	St. Louis	Community Fire Protection District	Peters	David	9411 Marlowe	Overland	MO	63114	314-428-1128
District 7									
7	Barton	Barceda Families	Morgan	Michelle	100 E. 11th	Lamar	MO	64759	417-681-0065
7	Barton	Barton County Health Department	McIntyre	Lajuana	1301 E. 12th St.	Lamar	MO	64759	417-682-3363
7	Bates	Bates County Health Center	Callahan	Sandra	501 N. Orange	Bulter	MO	64730	660-679-6108
7	Cedar	Cedar County Health Department	Ehlers	Jenean	1317 S. Highway 32	ElDorado Spi	MO	64744	471-876-5477
7	Cedar	Barceda Families	Mann	Holly	112 RB Rd. P.O. Box 790	Stockton	MO	65785	471-276-4591
7	Cedar	Cedar County Health Department	Hillsman	Debbie	867 Owen Mill Rd	Stockton	MO	65785	471-276-6416
7	Jasper	Joplin Health Department	Clark	Jan	321 E. 4th	Joplin	MO	64801	417-623-6122
7	Jasper	Joplin Police Department	Bone	Paula	303 E. 3rd Street	Joplin	MO	64801	417-623-3131 x 477
7	Jasper	Safe Kids (Jasper and Newton County)	Sitton	Jo	2914 E. 32, Suite 102	Joplin	MO	64804	417-782-9899
7	Lawrence	Lawrence County Health Department	Bradshaw	Tana	105 W. North Street	Mt. Vernon	MO	65712	417-466-2201
7	McDonald	Economic Security Corp/Noel EHS	DeShazer	Brandy	685 Johnson Drive	Noel	MO	64854	417-475-7373
7	McDonald	McDonald County Health Department	Clarkson	Jennifer	500 Olin Street	Pineville	MO	64856	417-223-4351
7	Newton	Newton County Health Department	Gacia	Many	812 W. Harmony	Neosho	MO	64850	417-451-3743
District 8									
8	Christian	Ozark Police Department	Turpin	Becky	201 E. Brick Street	Ozark	MO	65721	417-581-6600
8	Christian	Missouri State Highway Patrol	Bracker	Daniel	3131 E. Kearney	Springfield	MO	65714	417-895-6868
8	Douglas	Douglas Couty Health Department	Hodges	Sonya	603 NW 12 Ave, Box 940	Ava	MO	65608	417-683-4174

Child Safety Seat Inspection Stations - Missouri (MO) By Districts - November 2010

District	County	Organization	Contact Last Name	Contact First Name	Street Address	City	State	Zip Code	Phone
8	Greene	Logan-Rogersville Fire Protection District	Talbur	Robert	3427 S. State Highway 125	Rogersville	MO	65742	417-753-4265
8	Greene	Cox Health Medical Center South	Lawson	Joyce	3801 S. National Avenue	Springfield	MO	65807	417-269-6784
8	Greene	Cox Health Medical Center South	Post	Rana	3801 S. National Avenue	Springfield	MO	65807	417-269-6784
8	Greene	Safety Council of the Ozarks	Lee	Barbie	1111 S. Glenstone	Springfield	MO	65804	417-869-2121
8	Greene	St. John's Regional Health Center	Holt	Pam	1235 E. Cherokee	Springfield	MO	65804	417-820-6672
8	Greene	Ozark Technical Community College	Minor	Lori	10001 E. Chestnut Expressway	Springfield	MO	65802	417-447-8888
8	Hickory	Hickory County Health Department	Barger	Susan	201 Cedar	Hermitage	MO	65668	417-745-2138
8	Laclede	Laclede County Health Department	Smith	Cathy	405 Harwood Ave.	Lebanon	MO	65536	417-532-2134
8	Ozark	Ozark County Health Department	Garrison	Jenni	304 W. 3rd, P.O. 180	Gainesville	MO	65655	417-679-3334
8	Polk	Barceda Families	Taylor	Karen	106 W. Jackson	Bolivar	MO	65613	417-777-2648
8	Polk	Polk County Health Department	Zanaboni	Sandra	1317 W. Broadway	Bolivar	MO	65613	417-326-7250
8	Stone	Stone County Health Department	King	Kim	109 E. 4th, P.O. 125	Galena	MO	65656	417-357-6134
8	Taney	A Family's Place Chiropractic	Rayle	Jim	118 N. 3rd. St.	Branson	MO	65616	417-334-8828
8	Taney	Taney County Health Department - Branson	Miller	Kara	320 Rinehart Road	Branson	MO	65616	417-334-4544
8	Taney	Taney County Health Department - Forsyth	Moody	Karen	15479 US Highway 160, Box 369	Forsyth	MO	65653	417-546-4725
8	Wright	Wright County Health Department	Rippee	Courtne	300 S. Main	Hartville	MO	65667	417-741-7791
District 9									
9	Crawford	Crawford County Health Department	Sikes	Karen	220 W. Main, P.O. Box 367	Steelville	MO	65565	573-775-2555
9	Crawford	Steelville Ambulance District	Parrett	Jennifer	#1 EMS Lane	Steelville	MO	65565	573-775-2211
9	Dent	Dent County Health Center	Raulston	Joan	601 South MacArthur	Salem	MO	65560	573-729-3106
9	Howell	Howell County Health Department	Marcak	Michelle	411 Garfield	West Plains	MO	65775	417-256-7078
9	Howell	Ozarks Medical Center	Patillo	Joanna	#9 Parkway Shopping Center, P.O. Box 1100	West Plains	MO	65775	417-257-5984
9	Howell	Ozarks Medical Center	Jones	Darinda	#9 Parkway Shopping Center, P.O. Box 1100	West Plains	MO	65775	417-257-5984
9	Howell	Missouri State Highway Patrol	Elmone	Marty	Bus. US 60-63 North	Willow Sprin	MO	65775	447-469-3121
9	Oregon	Oregon County Health Department	Huckabee	Shauna	#4 Market, P.O. Box 189	Alton	MO	65606	417-778-7450
9	Phelps	City of Rolla Fire and Rescue	Goebel	Jason	1490 E. 10th St.	Rolla	MO	65401	573-364-3989
9	Phelps	Connect the Tots Childcare	Neulinger	Donna	515 Keeton Rd	Rolla	MO	65401	573-368-2912
9	Phelps	Phelps County Regional Medical Center	Cook	Debbie	1000 W. 10th Street	Rolla	MO	65401	573-458-7690

Child Safety Seat Inspection Stations - Missouri (MO) By Districts - November 2010

District	County	Organization	Contact Last Name	Contact First Name	Street Address	City	State	Zip Code	Phone
9	Pulaski	Pulaski County Health Department	McClendon	Patty	101 12th Street	Crocker	MO	65452	573-736-2217
9	Texas	Cabool Parents as Teachers, Car Seat Program	Scheets	Geneva	1024 Garst Street	Cabool	MO	65689	417-962-3153 x 153
9	Texas	Texas County Health Department	Nelson	Cheryl	950 N. Highway 63, Suite 300	Houston	MO	65483	417-967-4131
9	Washington	Washington County Health Department	Gaghen	Sheila	520 Purcell Drive	Potosi	MO	63664	573-438-2164
District 10									
10	Butler	Butler County Community Resource Council	Chilton	Dalene	644 Charles St.	Popular Bluff	MO	63901	573-766-6130
10	Cape	Cape Girardeau Safe Communities Program	Galnora	Sharee	40 S. Sprigg Street	Cape Girarde	MO	63703	573-335-7908
10	Cape	SAFE KIDS Cape Girardeau	Kirby	Brooke	1701 Lacey Street	Cape Girarde	MO	63701	573-651-5815
10	Cape	Jackson Fire and Rescue	Baugh	Stephen	503 S. Hope St.	Jackson	MO	63755	573-243-1010
10	Cape Girarde	State Univ.	Ortiz	Sandy	1 University Plaza, MS 1900	Cape Girarde	MO	63701	573-651-5980
10	Dunklin	Dunklin County Health Department	Waggoner	Carol	410 Teaco Road	Kennett	MO	63857	573-888-9008
10	Mississippi	Charleston Parents As Teachers	Duene	Angie	604 S. Thorn St.	Charleston	MO	63834	573-233-6062
10	Mississippi	Mississippi County Caring Community	Atkins	Katrina	603 Garfield	East Prairie	MO	63845	573-683-7551
10	New Madrid	Howardville Community Betterment	Frazier	Vanessa	102 E. Eddie Ave.	Howardville	MO	63869	
10	New Madrid	New Madrid County Family Resource Center	Kirby	Revonda	420 Virginia Ave.	New Madrid	MO	63869	573-478-2778
10	New Madrid	Missouri Bootheel Regional Consortium, Inc	Jordan	Dawn	#46 US Highway 162 East	Portageville	MO	63873	573-379-2020
10	Pemiscot	Pemiscot County Initiative Network	James	Hugh	711 West 3rd Street	Caruthersville	MO	63830	573-333-5301x226
10	Perry	Perry County Ambulance Service	Chappius	Mary	434 N. West St.	Perryville	MO	63775	573-768-3211
10	Scott	Scott County Rural Fire Protection District	Scudder	Amber	220 N. Hawkins, Box 92	Blodgett	MO	63801	573-472-3696
10	Scott	Missouri Department of Transportation	Hoernig	Steven	2675 N. Main, PO 160	Sikeston	MO	63801	573-472-5335
10	Scott	Scott County Health Department	Dame	Stacey	102 Grove Estates Ct.	Sikeston	MO	63801	573-471-4044
10	Scott	Sikeston Bullpup Safety Checkpoint c/o	Schlosser	Marylin	1310 E. Salcedo Rd.	Sikeston	MO	63801	573-471-0653
10	St. Francois	St. Francois County Ambulance District	Pounds	Steven	820 Electric Street	Farmington	MO	63640	573-431-0030x19
10	St. Francois	Bonne Terre Fire Department	Watson	Brian	520 N. Division St.	Bonne Terre	MO	63628	573-358-2200
10	St. Genevieve	St. Genevieve County Ambulance Service	Shrum	Kendall	3 Basler Dr.	St. Genevieve	MO	63670	573-883-7000
10	St. Genevieve	St. Genevieve County Memorial Hospital	Flieg	Julie	Hwy. 61 & 32	St. Genevieve	MO	63670	573-883-7706

Child Safety Seat Inspection Stations - Missouri (MO) By Districts - November 2010

District	County	Organization	Contact	Contact	Street Address	City	State	Zip Code	Phone
			Last Name	First Name					
10	St. Genevieve	St. Genevieve County Health Department	Grass	Paula	115 Basler Dr.	St. Genevieve	MO		573-883-7411
10	Stoddard	Luv-N-Tots, Inc	Rodgers	Peg	401 E. Shawnee	Bloomfield	MO	63825	573-568-2111
10	Stoddard	Stoddard County Public Health Center	Sexton	Amanda	1001 N. Highway 25	Bloomfield	MO	63825	573-568-4593
					Highway 67 North, PO Box				
10	Wayne	Wayne County Health Center	Epley	Crystal	259	Greenville	MO	63944	573-224-3218
10	Wayne	Clearwater Ambulance District	Lyscas	Christopher	117 W. Fir St. #B	Piedmont	MO	63982	573-223-7748

PROJECT TITLE:

Click It or Ticket & Nat'l CPS Campaigns

PROJECT NUMBER:

10-K3-05-2

PROGRAM AREA:

05

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Traffic crashes are the leading cause of death in the US. It is well recognized that one of the best means of defense in a crash is to be protected by a safety belt or a child safety seat. Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2004-2006 crashes, 1 in 33 was injured when they failed to wear their safety belt. But when they were wearing their safety belt, their chances of being injured in the crash dropped to 1 in 1, 231. When looking at driver deaths, the differences are more significant. Drivers had a 1 in 2.5 chance of being killed if they were not wearing a safety belt, but that chance dropped dramatically to only 1 in 7 if the driver was wearing a safety belt.

The 2008 Safety Belt Survey developed and conducted by the Missouri Safety Center resulted in 88,980 observations in cars, pickup trucks, sport utility vehicles (SUVs) and vans, establishing a safety belt usage rate of 75.78%. The 2008 Child Safety Seat Survey resulted in the observation of 4,760 children under age four that were restrained in 4,411 vehicles. The observed restraint use was 90.2% up 2 percent from the previous year which was 88.2%

Missouri continues to make progress in public information and enforcement efforts to increase the proper use of occupant restraints for all drivers. However, more effort is needed in the area of enforcement by "conducting selective traffic enforcement programs (STEP Waves) with the Missouri State Highway Patrol and local law enforcement agencies which will be augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the Click It or Ticket belt campaign message" (as noted in the 2008 Missouri Highway Safety Plan and Performance Plan, page 41, Strategy #13). This effort will be extended to National CPS Week in September.

PROBLEM IDENTIFICATION:

The Missouri Safety Center will provide the continuation of funding for the Click It or Ticket campaign, which will include the additional focus on child passenger violations. In addition, a separate campaign will be conducted during National Child Passenger Safety Week in September. These mobilizations are designed as a positive countermeasure for occupant protection by encouraging greater public use of child safety seats and safety belts while operating vehicles on Missouri roadways. The Missouri Safety Center will contract with local law enforcement agencies to conduct specific enforcement efforts on targeted roadways and at specific times deemed advantageous to establishing greater occupant protection usage.

The funding provided through this grant is designed to cover approximately 60% of the Click It or Ticket Campaign in May, and 100% during the National CPS Campaign in September. Each law enforcement agency will be required to conduct overtime enforcement within their jurisdictions to increase public knowledge and compliance with occupant protection usage. A report will be made and a comprehensive analysis of all enforcement and funding data collected will be provided.

GOALS AND OBJECTIVES:

Goal: To increase safety belt and child safety seat usage throughout Missouri

Objectives:

1. Identify the law enforcement agencies within the primary 20 counties and connecting roadways that feed into those counties where safety belt studies are conducted, offering those agencies child safety seat/safety belt enforcement contracts.
2. Contract with up to 250 law enforcement agencies to provide enforcement efforts on selected and targeted roadways during the CIOT and National CPS Week Campaigns.
3. Collect and analyze the enforcement data from the STEP Wave, including electronic reporting through MoDOT's new data collection system.
4. Work with the Missouri State Highway Patrol and the Coalition for Roadway Safety's PI & E Sub-committee, providing information to the media and public on these efforts as an additional deterrent for non-compliance.
5. Provide data corresponding to recently conducted statewide safety belt surveys to help guide the STEP grantees to the low seat belt usage areas of their city or county. Law enforcement agencies within the counties that represent 80% of the state's population will be considered for funding.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Safety Center implemented the selective traffic enforcement program (STEP Waves) that included additional focus on child passenger safety (CPS). The CPS grant was designed to cover approximately 60% of the CIOT campaign. This mobilization program, as defined in the Missouri Blueprint to Arrive Alive, is designed as a positive counter measure for occupant protection by encouraging greater public use of safety belts while operating vehicles on Missouri roadways. The Missouri Safety Center contracted with local law enforcement agencies to conduct specific enforcement efforts on targeted roadways and at specific times deemed advantageous to establishing greater occupant protection usage. Each agency was required to conduct overtime enforcement within their jurisdictions to increase public knowledge and compliance with occupant protection usage. A listing of issued citations by category during National CPS Week is attached to this report. A comprehensive analysis of all enforcement and funding data collected is included in the 10-PT-02-78 annual report (statewide Click It or Ticket campaign).

Up to 250 law enforcement agencies provided enforcement efforts on selected and targeted roadways for the occupant protection STEP Wave.

Total Number of Officers CIOT 7,369 Total Number of Officers CIOT CPS 2,167

Total Number of Man-Hours CIOT 928

Total Number of Man-Hours CIOT CPS 375

Total Dollars Spent CIOT \$219,865.53

Total Dollars Spent CIOT CPS \$61,630.762

Objective: Collect and analyze the enforcement data from the STEP Wave, including electronic reporting through MoDOT's new data collection system.

CIOT ~ Out of the 202 agencies contacted, 157 participated.

CIOT CPS ~ Out of the 202 agencies contacted, 110 participated.

Law enforcement agencies within the counties that represent 80% of the state's population were considered for this funding.

FUNDING:

\$369,052.75

HS CONTACT:

Pam Hoelscher

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

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2010 National CPS Week LE Campaign (112 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
73	36	236	84	57	60	3030	443	4039	1613	227	7	3

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Uni Mot	Faf Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
1	0	1	318	914	28	35	1	119	1186	4238	8297

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
11358	3964	4	45	17	83	3	36	16	9	5

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
6	5	52	4	12	8	48	185	59	24	23	1062	290	1691

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn Uninsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
199	159	0	0	0	0	1	12	80	548	998	2689

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
0	0	74	5	2

Total number of records submitted: 114

PROJECT TITLE:

Fitness-to-Drive in Older Adults

PROJECT NUMBER:

10-PT-02-152

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Washington University

AGENCY CONTACT:

Ms. Maureen Egan-Palmer

PROJECT DESCRIPTION:

This project will be accomplished using the following criteria:

Phase I (10/09-7/10): Data Collection

Subjects.

Washington University will recruit 100 additional older adult participants to further validate the Highway Patrol fitness-to-drive tools. These additional participants will be split equally into three groups: visually impaired drivers (e.g. glaucoma, macular degeneration), neurologically impaired drivers (e.g. Parkinson's disease, Multiple Sclerosis), and fit healthy older adults without cognitive or physical frailty. In addition to recruiting from the medical campus of Washington University and Barnes Jewish Hospital, they will also continue to collaborate with the Jefferson Barracks VA driving program and driving evaluator Pat Neiwoehner, OTR/L, CDRS, to combine datasets at the end of the third year.

Exclusion Criteria.

Volunteers will be excluded from the study if they have any major chronic diseases or conditions that would cause significant impairment on the outcome measure (road test). Examples include, but are not limited to: 1) advanced cardiopulmonary disease (e.g., COPD requiring oxygen, class IV CHF etc.) or unstable disease (e.g., diabetes with recurrent hypoglycemic events, uncontrolled seizures) that would place the examiner at risk; 2) severe orthopedic/musculoskeletal or neuromuscular impairments that would require extensive adaptive equipment to drive; 3) visual, hearing, and/or language impairments that would interfere with participating in the psychometric measures or road test; 4) diagnosis of moderate or severe dementia; 5) less than 10 years of driving experience; 6) sedating drugs (e.g. new use of narcotics or anxiolytics within the past month or chronic use that causes sedation); 7) completion of a driving evaluation the past year; or 8) no active license.

Participation of Proxy/Informants.

Proxy consent will be required for the participant or they will not be enrolled in the study. Information from (about) the proxy that will be recorded in the database will include age, gender, and education level. Permission to record this information will be requested and documented from the informant on the informed consent form. Washington University will make every attempt to obtain proxy consent for all patients with dementia.

Subject Recruitment.

The same approaches for recruiting subjects that have worked well for recruitment for the past two years will be used. Washington University will be providing driving evaluations at no charge for participants that enroll in this study. Costs of driving evaluations by occupational therapists in the community are fairly significant (e.g. \$300-\$500) and this is one of the major reasons patients and their families do not to participate in fitness-to-drive evaluations.

Location.

The Rehabilitation Institute of St. Louis (TRISL) is an 80-bed acute medical rehabilitation hospital adjacent to the Washington University Medical Center campus in mid-town St. Louis. The hospital team consists of 280 professionals in a variety of rehabilitative medicine disciplines and more than 70 attending and consulting physicians (University affiliated and private). In addition to inpatient care, there is a large outpatient practice that has approximately 37,000 visits per year. The driving clinic opened in January of 2008, with direction from the PI, Co-PI, HealthSouth occupational therapists, and the full support of HealthSouth administration.

Screening tests.

Telephone screening: Individuals who express an interest in participation undergo a brief (~15 min) telephone interview by a member of the driving team to provide information for the recruitment registry. The registry includes identifying information such as age, gender, and active medical diagnoses and medication. The registry computer program has a security code, so that strict confidentiality of all registry names will be maintained. All individuals who express an interest in participating and meet the preliminary inclusion criteria will be invited to visit the driving clinic and discuss their potential participation in greater detail. Information will be obtained from the collateral source or informant to assist with rating the severity of the dementing illness.

Orientation session for informed consent.

An orientation session with the occupational therapist will provide detailed information regarding the aims of the study, and the tests and measurements participants will undergo. Verbal and written information about the potential benefits and risks of the study will be provided; questions will be answered and any concerns addressed. If the individual is interested in participating, a screening evaluation will be performed by interview to determine eligibility. The participants will be allowed to decline participation in the research study, and will be given a list of alternative driving programs in the area if they decline a driving assessment with this program. All tests being administered are evidence-based and part of routine driving evaluations. The only measures that are added for research purposes for this study are the measures of disease severity and the quantitative scoring of the performance-based road test, explained below. The procedures for the Washington University Road Test (WURT) have been previously described (9).

Initial History and Examination.

Questionnaires and Exam: Volunteers undergo a detailed medical history, medication review, screen for depression using the Functional Assessment Questionnaire (10), five-item Geriatric Depression Scale (11), and will be evaluated for daytime sleepiness with the Epworth scale (12). They will be administered the Driving Habits Questionnaire (DHQ) (13), tests of traffic safety knowledge (e.g. multiple choice questions (14) and road sign recognition (15)), and a history and physical assessment focusing on co-morbidities that could impair results on psychometric tests and/or performance based road test. The DHQ evaluates driving exposure (miles driven, trips per week, history of crashes, moving violations, etc.)

Disease Severity Measures, Diagnoses.

Descriptors of the medical condition presented (along with any available medical records) will be obtained by the screener. Diagnostic information will be obtained from the referring physician.

The AD-8 (16) is a brief questionnaire developed at WUSL for the detection of dementia and will be used during the telephone screening to confirm the presence of dementia along with the Short Blessed Test. (17). This will be important to document for cognitively impaired older adults that are referred for evaluations and to screen for dementia in the new sample of visually impaired and "cognitively intact" older adults.

Additional Screening Tools for the Highway Patrol.

Although the major focus is on tools that are easily and quickly adopted by the Missouri State Highway Patrol (e.g. traffic sign recognition and written test questions), the state of Maryland has already adopted additional measures in this setting. Some of these measures actually tap into central processing time (e.g. reaction time) and might be expected to have higher levels of correlation with at-fault crash data than non-speeded tasks. Therefore, the following will be utilized since they may be used as a "second tier" or level screen in the State Highway Patrol process of evaluating fitness-to-drive;

- Vision: The participant will be tested for both far and near (Stereo Optical) (18) visual acuity. Visual fields will be tested using the Humphrey Matrix™ Frequency Doubling Perimeter and the Humphrey Visual Field 24-2 (19). Contrast sensitivity will be tested by the Pelli-Robson contrast sensitivity chart (20). This latter test has been adopted by the state of California. The WUSL current driving clinic has utilized these three visual tests and additional funds are not required for their purchase.
- Additional funds are needed to pilot new visual screens/instruments in the clinic given the plan to focus on participants with eye disease that have impairments in visual fields and in central vision. Based on discussions with consulting Ophthalmologist (Dr. Anjali Bhorade, WUSM) and Optometrist (Dr. Katie Boland, UMSL), Washington University plans to study the Vector Vision Glare/Contrast Sensitivity/EDTRS chart (<http://www.vectorvision.com/>), and the Wayne Saccadic Fixator instrument (<http://www.wayneengineering.com/SaccadicFixator>.) For those eye referrals from the WUSM glaucoma clinic, they also plan to study the Vision test HVF 24-2 and the binocular Esterman visual field tests. These latter four tests will assist with evaluating issues of visual acuity, contrast sensitivity, glare, eye/hand coordination, visual scanning speed and spatial awareness. Drivers with poor contrast sensitivity had significantly worse overall and specific driving skills than drivers with normal contrast sensitivity (21). Difficulties with vision due to glare may affect driving and have been associated with discontinuation of driving in high-glare conditions in glaucoma patients (22).
- Participants recruited from the WUSM glaucoma clinic will undergo visual field testing using the HVF 24-2 for each eye as well as the binocular Esterman visual field tests. Moderate/severe and central visual field defects on the HVF 24-2 in glaucoma patients were associated with a greater risk of a motor vehicle crash than glaucoma drivers without such visual field deficits (23). The binocular Esterman test is requested since horizontal and vertical binocular visual field defects have been associated with difficulty with changing lanes, maintenance of lane position, and driving around curves (21). It is believed that implementation of the appropriate combination of vision screening tests may decrease fatal motor vehicle crashes as was reported after implementation of a vision screening law in Floridian drivers over the age of 80 (24).
- Cognition: Tests that will be utilized include the Short Blessed Test (a brief mental status screen), the Clock Drawing Task (25), Trails A and Trails B (26), a test of psychomotor speed, alternating attention, and visuospatial ability, Digits Forwards (immediate memory), Digits Backwards (working memory) (27), Maze Test (executive function), (28) and the Driving Health Inventory (DHI) (29) - which includes the Useful Field of View (divided visual attention and processing speed)® (a brief computerized test of driving abilities) and the Motor Free Visual Perceptual Test (visual closure). The collaborating site at the Jefferson Barracks VA has had great success with the Neurological Assessment Battery (30) that includes tests of visual scanning, search, working memory, and speed of processing time. The plan is to adopt these sets of tests in their clinic setting to further align the two sites in the fitness-to-drive measures.
- Motor: Motor function will be determined by screenings of active range of motion, coordination, and strength of the upper and lower extremities. Lower extremity reaction times measures will be taken with the dominant driving foot using a brake reaction time monitor. The Rapid Pace Walk will be assessed as this has been found to be associated with motor vehicle crashes in older adults (31). The 9-Hole Peg test will be utilized as a measure of coordination (32).

Outcome Measures.

The Washington University Road Test (WURT)

This road test is a 45-minute in-traffic road test, along a predetermined route (33), varying in level of traffic demand. As part

of this research study, the existing WURT has been modified to include more in-depth measures of road performance. The modified WURT includes a comprehensive evaluation of errors that are made during common traffic maneuvers. The participant drives a standard car with dual brakes while an instructor sits in the front seat providing instructions and monitoring safety. The instructor in the front seat is blinded to the results of the off-road testing and provides directions to the participant while attending to traffic situations. In a smaller sample, an instructor (Co-PI) will sit in the rear seat and rate both qualitative and quantitative performances using the Modified WURT. The Modified WURT will provide data to examine what types of driving are more common in the referral sample. Upon completion of the WURT a global rating of safe, marginal, or unsafe is given, and types of errors while on the road are recorded.

Motor Vehicle Crashes.

The Statewide Traffic Accident Recording System (STARS) database records every motor vehicle crash that was reported by the police or highway patrol in the state of Missouri since 1981. The data is located in Jefferson City, MO and is public information that is available on request. Washington University will obtain this information as part of the routine driving evaluation. They will continue to obtain three-year retrospective crash data for each group. The retrospective data is important to determine baseline crash rate for subjects that have a chronic disease. There is data to suggest some patients will continue to drive even after losing their license. This database has been used successfully in several studies and Washington University has close ties with the staff and administration in the Highway Patrol that operates the database. Over 200 crash variables are available that include driver, vehicular, and environmental factors. Most important for this study will be the officers' determination as to whether the driver was at-fault. They anticipate about eight crashes per year (8%) for these older adults based on previous data for these groups. Thus, the team should have over 25 motor vehicle crashes available for analysis per year at the end of the second year of the pilot study. For those individuals that continue to drive, at-fault crash data will be obtained for prospective years after the evaluation in summer of 2010.

EVALUATION.

Phase II (8/10-9/10): Data Analysis

Statistical analyses.

The initial analysis will compare independent variables (demographics, medical diagnoses, safety knowledge, road sign recognition, and functional tests of vision, cognition, and motor skills) to the quantitative road test score (point system) using the t-test and to the categorical outcome (pass-fail or crash-no crash) using Chi-Square. The secondary analysis will focus on unadjusted association with the predictors (Independent variables) with the dependent variable of interest (pass vs. fail) on the road test or crash vs. no crash. Washington University will utilize a stepwise logistic regression approach that will focus on those independent variables that were significant in the unadjusted analysis. ROC curves will be created to determine which set of predictors will provide the highest classification rates for the participants with medical impairments. They will compare these differences between groups of medically impaired drivers and control group.

Power and sample size.

It is difficult to determine sample size since the number of predictors is unknown or the type of variable (continuous and/or ordinal) that will be highly correlated with road test scores and/or motor vehicle crashes. It would be important to know or at least estimate the number of participants that would fail the road test. To-date, based on current and future sample, a 30 percent fail rate has been assumed. A logistic regression of a binary response variable (Y) on a binary independent variable (X) with a sample size of 25 observations (of which 80% are in the group X=0 and 20% are in the group X=1) achieves 35 percent power at a 0.05000 significance level to detect a change in Prob (Y=1) from the baseline value of 0.750 to 0.400. This change corresponds to an odds ratio of 0.222. An adjustment was made since a multiple regression of the independent variable of interest on the other independent variables in the logistic regression obtained an R-squared of 0.300. For a power of .8, alpha of 0.05 they estimate an additional 100 participants (that do not have stroke or dementia), will be needed to complete the analyses for the fitness-to-drive model in the third year.

Data Monitoring plan.

To protect against or minimize potential risks, subjects will be carefully evaluated and closely supervised. Before being considered for participation in the driving evaluation, the subjects will undergo tests of traffic safety knowledge including road sign recognition and multiple-choice questions regarding rules of the road. Participants will be excluded if they are found to have any of the medical problems outlined in the exclusion criteria after interviewing the collateral source. The participants will also undergo tests of vision, cognition, and motor functional abilities. This will be followed by the standard on-the-road test, which occurs in traffic.

Dr. Carr and Peggy Barco will hold regular meeting to address any concerns in the program, and deal with individual concerns on a case-by-case basis. The participants and the collateral source will be given the phone numbers of the members of the research team and informed to contact the team immediately if the participants develop any distress or discomfort related to testing. If a participant has any concerns, Dr. Carr and Ms. Barco will review the case together and discuss the findings and concerns with the participant and, if appropriate, the collateral source and referring physician. To-date, there have been no concerning issues in the first 150 participants.

Dr. Carr and Ms. Barco will be responsible for keeping the data for this research study on a laptop that has a unique access

code and is kept in a locked file in the driving evaluation clinic in the research office at The Health Key Building, where Dr. Carr's academic office is located.

This is a time intensive project and five percent of the PI's time and effort is required to organize, manage, and fulfill the goals and objectives of this study. Thirty-five percent is required for the Co-PI to administer the fitness to drive battery, assist the driving instructor in scoring the road test, meeting with the subject and collateral source to review recommendations, and documentation. Dr. Holly Hollingsworth has special knowledge on the management of the database, and will provide statistical analysis. Five percent time and effort is requested for this effort. Similarly, Lilly Hu is in charge of the database and 5 percent time and effort to assist in maintaining the database and modifying it for changes in the fitness-to-drive protocol are required. Recruitment and communication with families is critical. Forty percent time and effort is required for Ms. Annie Johnson, Research Coordinator in the Center for Clinical Studies at Washington University.

The Driving Health Inventory license will need to be renewed and will need to continue to provide reimbursement for the driving evaluator, Mr. Steve Ice, MOTR, from Independent Drivers, Inc. The Program of Occupational Therapy will provide staff to assist with entering data and the Rehabilitation Institute of St. Louis provides the space, testing area, and administrative support for the driving evaluation clinic.

Budget Summary and Justification

Personnel

David Carr, MD	Principal Investigator	5%
Peggy Barco, OTR	Co- Principal Investigator	35%
Anjali Bhorade, MD	Co- Principal Investigator	2%
Holly Hollingsworth	Biostatistician	5%
Lilly Hu	Data Base Manager	5%
Annie Johnson	Study Coordinator	40%
Jamie Kambarian	Research Asst-Visual Disorders Screening	10%
Graduate Student	Data Entry	3hrs/wk

Dr. Carr will be Principal Investigator (PI) on this study and will be responsible for meeting the goals and objectives. He will supervise all aspects of the program, be involved in analyzing and interpreting the data and preparing manuscripts for publication.

Ms. Barco will be Co-PI and will be responsible for the administration and organization of the fitness-to-drive screening tests and the performance based road test quantitative scoring.

Dr. Bhorade, an Ophthalmologist in the Washington University School of Medicine, will be Co-PI and will be responsible for directing the administration and scoring of the visual screens, selection of appropriate participants, data analysis, and the selection of appropriate tests in the fitness-to-drive model.

Dr. Hollingsworth will be responsible for statistical analyses.

Lilly Hu will be responsible for designing, maintaining and modifying the database.

Annie Johnson, Study Coordinator, will coordinate the study, including participant recruitment and enrollment and scheduling of appointments.

Jamie Kambarian will assist with screening and identifying visually impaired older adults in the eye clinics and administering clinic-based vision measures at Washington University.

Graduate Student Assistant: Data entry is time consuming. Based on calculations of the past year for a similar project, \$2309 will be required to hire a graduate student/individual for three hours per week to enter subject data into the database.

Other Expenses

Ms. Barco will require assistance in the evaluation of the participants from driving clinic staff at The Rehabilitation Institute of St. Louis (TRISL). \$5000 is required to support this effort.

Road Testing Fees-Road tests for 100 participants @\$200/each=\$20,000

An additional \$525 is required for the Driving Health Inventory software license computerized program of driving abilities.

An additional \$10,690 will be required for the purchase of the following visual and cognitive screens/instruments:

- Vector Vision Glare/Contrast Sensitivity/EDTRS Chart: Cost: \$2895.00
- Wayne Saccadic Fixator: Cost: \$2700.00
- Neuropsychological Assessment Battery: Cost: \$2995.00
- Vision testing HVF 24-2 and binocular Esterman visual field tests (on participants that have not previously had these tests in glaucoma clinic): Cost: \$2,100

Postage stamps for written correspondence with the research participants-\$200

Forms for participant assessment & education-\$300.

This third year of pilot testing will be initiated in 10/09 and should successfully recruit healthy older adults and visually impaired drivers by the end of the summer, 2010. An important measure of success in this project is obtaining sufficient data from medically impaired drivers in Missouri to develop a package of screening tests that is predictive of on-road test failure in comparison to a control group of normal older drivers. Another measure of success will be in the applicability of this package to the realities of driver evaluation and licensing in the state. Any screening package must be inexpensive, easy to administer, and have face validity with respect to driving. Sufficient research has occurred to-date to identify candidate tests that meet these criteria. It is time to take the next step and actually apply these tests to real world conditions.

This pilot project is a critical first step in developing an acceptable, evidenced-based means of screening for impairment that is likely to impact on fitness to drive and, by extension, highway safety.

At the end of this project, a package of in-office screening tests will be recommended for use by Highway Patrol examiners and health professionals involved in licensing decisions in Missouri. This package could be utilized at a regional testing center for further validation and acceptability.

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PROBLEM IDENTIFICATION:

The State currently does not have a brief, simple, office-based instrument or "technology" that can predict the ability to pass a performance-based road test in medically impaired drivers, particularly those with cognitive impairment. Physicians, occupational therapists (OT), driver's license examiners, and the State Highway Patrol (SHP) are evaluating an increasing number of older adults with cognitive decline or dementia. Often, the final "arbiter" in the decision to drive is whether the medically impaired driver can pass an on-the-road test. However, road tests are expensive, time consuming, and may need to be repeated over time in individuals with progressive conditions. There is also the safety concern for the driving instructors (OT's/SHP officers) and the welfare of the public when administering these tests.

There will be a rapid increase in the number of older drivers on the road in the next few decades. This increase can be attributed to the aging of our driving population in the United States and especially to an increase in the number of older adult female drivers. It appears that each new cohort of older drivers is increasing their average miles driven per year. Dementia may be one of the major medical illnesses that contribute to the increased crash rate in older adults. This may not be surprising given the prevalence of dementia of the Alzheimer type, which increases dramatically with each decade over 70 years.

Common medical conditions that are referred for fitness to drive evaluations to the Department of Revenue include visual conditions (e.g. macular degeneration, glaucoma, cataracts), cognitive impairment (e.g. stroke, dementia) and musculoskeletal diseases (e.g. osteoarthritis, hip surgery, restricted neck range of motion (4)). Studies in tertiary referral centers have revealed an increased crash rate in drivers with dementia of the Alzheimer type in comparison with controls, although there have been exceptions. Larger population-based studies that have identified impaired drivers by brief screens have found modest increases in crash rates in older adult drivers (5). At higher levels of medical impairment, previous studies from the Center have indicated that many older adults are unable to pass a road test, and those that do are likely to fail with subsequent testing if they have a chronic disease (6).

Thus, many stakeholders that interact with older drivers such as the SHP, physicians, occupational therapists (OT), driver's license examiners, may interact with impaired older adult drivers. There are approximately 700 fitness-to-drive referrals per year to the Department of Revenue (DOR) in the State of Missouri to evaluate older adults with underlying medical impairments. Yet, the DOR and SHP need more reliable and cost-effective screening tools other than road tests to evaluate these drivers.

There will be more cognitively impaired older adults on our roadways, and they will be involved in an increasing number of motor vehicle crashes. Performance based road tests are often recommended for evaluating these drivers. A brief battery of tests in the licensing office or State Highway Patrol offices that could predict driving performance with a high degree of validity and reliability would be helpful in reducing the financial burden and time for the State to administer these tests in an expanding older adult population. Avoiding testing unsafe drivers could also decrease the risk to state examiners and the public.

Funding was obtained in fiscal year 2008 from the Highway Safety Division to assess the older driver with dementia, and from the LongerLife Foundation to evaluate older adults with stroke. The first few months of funding from both projects was spent training staff, hiring and training a project coordinator, purchasing needed testing devices and equipment, setting up the driving laboratory, training staff on the off-road testing instruments, creating and modifying important forms and questionnaires for the participants and informants, building and modifying the revised Washington University Road Test, training driving clinic evaluators and then pilot testing the evaluation process.

Further analysis is needed to expand the number of diseases by including those older adults with specific visual impairments (e.g. glaucoma, macular degeneration) and other common neurological illnesses (e.g. Parkinson's disease, Multiple Sclerosis). In addition, there is a need for information on healthy, cognitively intact elderly for control comparisons. Comparisons need to be done between the control group and medically impaired older adults on both screening tests as well as the on-the-road assessment.

GOALS AND OBJECTIVES:

The goals of this project will be as follows:

1. To expand the number of diseases examined by including those older adults with specific visual impairments (e.g. glaucoma, macular degeneration) and other common neurological illnesses (e.g. Parkinson's Disease, Multiple Sclerosis).
2. To expand information on healthy, cognitively intact elderly for control comparisons. Comparisons will be done between the controls and medically impaired older adults on both screening tests as well as the on-the-road assessment.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This study proves that a brief test battery administered in less than 10 minutes is able to characterize the road test performance in a large majority of drivers with dementia and stroke referred to our driving evaluation clinic. Additional studies are needed to determine predictors of road tests and the willingness of clinicians to adopt these batteries, as well as the ecological validity of road tests themselves. Further analysis of other medically impaired older adults (eg neurological disease such as Multiple Sclerosis, Parkinson's Disease, Traumatic Brain Injury) is currently underway in addition to determine if the tests will not discriminate against healthy matched controls.

The findings to date indicate that our chosen testing measures are acceptable, feasible, and provide a good dispersion of scores across ranges of neurological impairment for our dementia and stroke sample. Our tests have potential applicability to identify those neurologically impaired individuals that should no longer be operating a motor vehicle as well as those that are safe to continue or resume driving. The potential cost savings of not having to obtain an on-road test would be a benefit to patients and families, and the public safety benefit from saved lives and prevention of injuries could be substantial.

We have also created a database that can now be utilized for professionals in the driving clinic settings. We also have access to this database on-line through the RedCap system at WUSM. We are also still collaborating with Pat Noewoehner and the Driving Clinic at Jefferson Barracks VA Hospital (VAMC) in St. Louis, Mo. The Driving Clinic at VAMC has already recruited over 100 participants, many with cognitive impairment. She has adopted similar measures to her clinic setting. We have Human Studies approval from both the VAMC and WUSM to combine our data sets. In the next few months, we are on target to have a dataset with approximately 300 participants. This will allow us to do further exploration of our current fitness-to-drive model.

FUNDING:

402 / 20.600: 152,340.30

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Brochures and Incentive Items

PROJECT NUMBER:

10-PT-02-144

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mr. Scott Turner

PROJECT DESCRIPTION:

These funds will be used to print and maintain a stock of brochures that cover all program areas. Some incentive items will be purchased for use at exhibits around the state.

PROBLEM IDENTIFICATION:

In the past three years more than 3,000 people have died on Missouri's roadways while another 22,000 have suffered disabling injuries. The Highway Safety Division is responsible for implementing a plan that targets all types of drivers. Informational brochures and select incentive items are key to disbursement of the highway safety messages.

GOALS AND OBJECTIVES:**Goal:**

To educate drivers in all driving situations

Objective:

Provide drivers with brochures and incentive items that will inform and educate them in all program areas

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This funding was used to pay for the news clipping service. The news clipping service tracks news articles on a variety of safety subjects. These clippings are used to track the earned media we receive on our campaigns.

FUNDING:

402 / 20.600: 30,000.00

HS CONTACT:

Reeve White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Radar/EVOC/Instr Develop/Equip/Materials

PROJECT NUMBER:

10-PT-02-132

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Ms. Leigh Ann Falter

PROJECT DESCRIPTION:

The Missouri State Highway Patrol Academy will offer the following training programs:

Radar/Laser Operator
Radar/Laser Instructor
EVOC
EVOC Instructor
Instructor Development

The Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

Additional equipment will be purchased in order to ensure the safety of the students taking the EVOC courses, including: helmets, five-point harnesses and adequate tires and wheels, which require replacement on a cyclical basis.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including Basic Crash Investigation, Advanced Crash Investigation, Crash Reconstruction, Crash Reconstruction Retraining, Motorcycle/Pedestrian Crash Investigation, Commercial Vehicle Crash Investigation, Energy Methods & Damage Analysis in Crash Reconstruction, Radar Operator, Radar Instructor, DWI Detection, Blood Alcohol Content (BAC) Type II and Type III, Standardized Field Sobriety Testing (SFST), SFST Instructor, Emergency Vehicle Operations Course (EVOC), and EVOC Instructor. Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train its instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

When budgets are cut, it is often training that gets cut first. Many law enforcement departments, large and small, are better able to train their people in specialized areas (those areas where only a select few within the department receive formal training) when the cost is not prohibitive. By receiving assistance in tuition support from the Highway Safety Division, the Academy is able to offer specialized courses at a reduced rate without losing the quality that the Academy demands and the MoDOT Highway Safety Division expects.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access to state-of-the-art, credible training in specialized courses. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training such as passage of new laws, procedural changes, etc.

GOALS AND OBJECTIVES:**GOAL:**

The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri State Highway Patrol Training Academy conducted four different radar and EVOC schools and sent one officer to an Alcohol and Drug Impaired Driving Symposium with the assistance of this grant. A total of 178 students attended the training and received POST continuing education hours.

The following training programs were provided:

Emergency Vehicle Operation Course (EVOC) - 86 students
EVOC Instructor - 12 students
Radar/Laser Instructor - 16 students
Radar/Laser Operator - 64 students

FUNDING:

\$78,612.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Accident Investigation

PROJECT NUMBER:

10-PT-02-131

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Ms. Leigh Ann Falter

PROJECT DESCRIPTION:

The Missouri State Highway Patrol Academy will offer the following training programs:

Basic Crash Investigation
Advanced Crash Investigation
Crash Reconstruction
Crash Reconstruction Retraining
Crash Investigation I

The Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including Basic Crash Investigation, Advanced Crash Investigation, Crash Reconstruction, Crash Reconstruction Retraining, Motorcycle/Pedestrian Crash Investigation, Commercial Vehicle Crash Investigation, Energy Methods & Damage Analysis in Crash Reconstruction, Radar Operator, Radar Instructor, DWI Detection, Blood Alcohol Content (BAC) Type II and Type III, Standardized Field Sobriety Testing (SFST), SFST Instructor, Emergency Vehicle Operations Course (EVOC), and EVOC Instructor. Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train its instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

When budgets are cut, it is often training that gets cut first. Many law enforcement departments, large and small, are better able to train their people in specialized areas (those areas where only a select few within the department receive formal training) when the cost is not prohibitive. By receiving assistance in tuition support from the Highway Safety Division, the Academy is able to offer specialized courses at a reduced rate without losing the quality that the Academy demands and the MoDOT Highway Safety Division expects.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access to state-of-the-art, credible training in specialized courses. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training such as passage of new laws, procedural changes, etc.

GOALS AND OBJECTIVES:**GOAL:**

The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri State Highway Patrol Training Academy conducted five different crash investigation schools through the grant funding. A total of 141 students attended these schools and received POST continuing education hours for the training.

The following training programs were provided:

Advanced Crash Investigation - 18 students
Basic Crash Investigation - 66 students
Motorcycle/Pedestrian Crash Investigation - 19 students
Crash Reconstruction - 31 students
Crash Reconstruction Retraining - 7 students

FUNDING:

\$62,945.50

HS CONTACT:

Jackie Rogers
P.O. Box 270
2211 St. Mary's Blvd.
Jefferson City, MO 65102
1-800-800-BELT

PROJECT TITLE:

Skill Development

PROJECT NUMBER:

10-PT-02-130

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Lt. Richard G. Fredendall

PROJECT DESCRIPTION:

The Missouri State Highway Patrol will send officers to skill enhancement training courses, seminars, conferences, etc.

The skill enhancement training will include:

Combined Accident Reduction Effort (C.A.R.E.) Annual Conference

Law Enforcement Traffic Safety Advisory Council (LETSAC) Annual Conference.

Operation Lifesaver Annual Conference

International Association of Chiefs of Police (IACP), Highway Safety Program Annual Conference and Highway Safety Committee Meeting

Major Crash Investigative Unit (MCIU), Midwest Association of Technical Accident Investigators (MATAI) Annual Conference, and other advanced training associated with reconstruction of crashes (i.e., biomechanics of crashes, scene mapping, heavy vehicle crash reconstruction and applied physics for collision reconstruction).

Uniform Safety Education Officers Workshop (USEOW)

The Missouri State Highway Patrol will provide the Highway Safety Division a list of officers attending courses, seminars, conferences, etc. A report detailing the benefits derived from attending, recommended changes in Patrol Operations/Procedures and whether or not other employees should attend similar training will be written by at least one officer attending any training funded through this contract. One copy of this written report will be provided to the Director of the Highway Safety Division.

PROBLEM IDENTIFICATION:

Today's society has increased its expectations and places greater demands on police professionals. Service, community involvement, efficiency, team building, and partnerships are being stressed more than ever. Increasingly, traffic law enforcement officers need to be proactive in leading people and organizations to meet these rapidly changing needs. Skill development and training is a necessary and an ongoing process within a law enforcement agency to keep up with trends for developing effective law enforcement. It is paramount in providing practical educational and informational tools for officers to use in enhancing leadership and management skills. Officers are making decisions that will lead their organization into the 21st century. With an eye on the future, an extremely knowledgeable and well-respected agency can provide communities with safer roadways on which to travel.

GOALS AND OBJECTIVES:**GOALS:**

1. To provide quality police training to officers in areas directly affecting safety upon the state's highways; and
2. Make training related to highway safety issues, available to officers who serve in executive, managerial, and administrative positions within the Missouri State Highway Patrol.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

In Fiscal Year 2010 the Missouri State Highway Patrol sent officers to skill enhancement training courses, seminars, and conferences that included:

1. Combined Accident Reduction Effort (C.A.R.E.) Annual Conference
2. Law Enforcement Traffic Safety Advisory Council (LETSAC) Annual Conference
3. Lifesaver Annual Conference
4. International Association of Chiefs of Police (IACP), Highway Safety Program Annual Conference and Highway Safety Committee Meeting
5. Major Crash Investigative Unit (MCIU), Midwest Association of Technical Accident Investigators (MATAI) Annual Conference
6. Other advanced training associated with reconstruction of crashes (i.e., biomechanics of crashes, scene mapping, heavy vehicle crash reconstruction and applied physics for collision reconstruction)
7. Uniform Safety Education Officers Workshop (USEOW)

The Missouri State Highway Patrol provided the Highway Safety Division a list of officers attending courses, seminars, conferences, etc. Reports detailing the benefits derived from attending, recommended changes in Patrol Operations/Procedures and whether or not other employees should attend similar training were completed per contract agreement. Copies of these reports were provided to the Director of the Highway Safety Division.

FUNDING:

402 / 20.600: 34,450.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Statewide Seatbelt Survey

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Missouri Safety Center

PROJECT NUMBER:

10-PT-02-80

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Aggressive Drivers

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will conduct a safety belt usage observational study in June of 2010 to determine the overall usage rate of motorists on Missouri roadways. Data will continue to be collected by vehicle type, roadway type, sex of driver and observed front seat passenger usage. The Safety Center will continue to use a highly trained team of observers and monitors to collect the observational data, then analyze and report the findings.

PROBLEM IDENTIFICATION:

Traffic crashes are the leading cause of death in the US. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2004-2006 crashes, 1 in 33 was injured when they failed to wear their seat belt. However, when they were wearing their seat belt, their chances of being injured in the crash dropped to 1 in 1,231. When looking at driver deaths, the differences are more significant. Drivers had a 1 in 2.5 chance of being killed if they were not wearing a seat belt, but that chance dropped dramatically to only 1 in 7 if the driver was wearing a seat belt.

In order to guide the Highway Safety Division in developing occupant protection programs and strategies, an annual statewide safety belt survey must be completed to determine usage rates statewide and regionally.

GOALS AND OBJECTIVES:**Goals:**

To establish a NHTSA-recognized Missouri statewide seat belt usage rate for the year 2010.

Objectives:

1. Work with the core group of surveyors and monitors and any additional personnel needed to ensure accuracy in the methodology, collection, and data reporting; maintaining quality control at the highest level possible. Conduct an observational survey of statewide safety belt use during a specified time in June of 2010.
2. Conduct special spot surveys during the operation of the STEP program to obtain Pre, Peak & Post observational data; collect results of all spot surveys.
3. Analyze data and generate reports as required by the Highway Safety Division of MoDOT, with the assistance of the Institutional Research Center at UCM.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Objective: Work with the core group of surveyors and monitors and any additional personnel needed to ensure accuracy in the methodology, collection, and data reporting; maintaining quality control at the highest level possible. Conduct an observational survey of statewide safety belt use during a specified time in June of 2010.

Result: The 2010 survey was conducted from Monday, June 7th through Sunday, June 13th, 2010. The 2010 survey resulted in 126,419 observations in cars, pickup trucks, sport utility vehicles, and vans. The 2010 usage rate on Missouri roadways was found to be 76.03%. The 2010 survey was:

- Conducted at the same locations, time of day and day of week as the 2009 survey.
- Conducted by 58 observers. Fifty-five had participated in the 2009 survey.
- Assisted by 5 field monitors who monitored 69 of the 460 observation sites (15.0%) in all 20 counties.
- Initiated observer/monitor training programs for new observers and/or monitors to review training materials, recording techniques, and data dispositions.
- All surveyors were contacted one-on-one and instructed to participate in a mandatory payroll training session which took place in five areas across the state; Jefferson City, Springfield, Warrensburg, Kansas City and St. Louis. All the required materials for both Statewide and SPOT surveys were produced and distributed during this training.

Objective: Conduct special spot surveys during the operation of the STEP program to obtain Pre, Peak & Post observational data; collect results of all spot surveys.

Result: The spot surveys we conducted on the following dates between 8:00 A.M. and 5:00 P.M.

- Pre Survey - May 10th and 11th, 2010 - the survey prior to the kick off of the actual "Click It or Ticket" campaign for the general population.
- Peak Survey - June 1st and 2nd, 2010 - the survey conducted at the mid-point of the enforcement campaign for "Click It or Ticket".
- Post Survey - June 14th and 15th, 2010 - the survey conducted after the actual statewide seat belt survey and after all media and enforcement had ended.

The spot survey was conducted by trained observers who had participated in the annual statewide safety belt survey for at least the past four years. All spot survey locations corresponded to the exact locations as those used in the statewide safety belt survey.

Objective: Analyze data and generate reports as required by the Highway Safety Division of MoDOT, with the assistance of the Institutional Research Center at UCM.

Result: All data was scanned by the Missouri Safety Center then sent electronically to the Institutional Research Center at the University of Central Missouri. The Institutional Research Center ran the analysis using SAS; a statistical software program, which generated various data that were then analyzed and reported in detail by the Safety Center.

FUNDING:

402 / 20.600: 100,000.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Click-It or Ticket

PROJECT NUMBER:

10-PT-02-78

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will provide the continuation of funding for the selective traffic enforcement program (STEP Waves). This mobilization program, as defined in the Missouri Blueprint to Arrive Alive, is designed as a positive countermeasure for occupant protection by encouraging greater public use of safety belts while operating vehicles on Missouri roadways. The Missouri Safety Center will contract with local law enforcement agencies to conduct specific enforcement efforts on targeted roadways and at specific times deemed advantageous to establishing greater occupant protection usage and/or DWI deterrence. Each agency will be required to conduct overtime enforcement within their jurisdictions to increase public knowledge and compliance with occupant protection usage or as a deterrent for apprehension of DWI drivers. A report will be made after the STEP wave and will be a comprehensive analysis of all enforcement and funding data collected.

PROBLEM IDENTIFICATION:

Traffic crashes are the leading cause of death in the US. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2004-2006 crashes, 1 in 33 was injured when they failed to wear their seat belt. But when they were wearing their seat belt, their chances of being injured in the crash dropped to 1 in 1, 231. When looking at driver deaths, the differences are more significant. Drivers had a 1 in 2.5 chance of being killed if they were not wearing a seat belt; but that chance dropped dramatically to only 1 in 7 if the driver was wearing a seat belt.

Missouri continues to make progress in public information and enforcement efforts to increase the proper use of occupant restraints for all drivers. However, more effort is needed in the area of enforcement by "conducting selective traffic enforcement programs (STEP Waves) with the Missouri State Highway Patrol and local law enforcement agencies which will be augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the Click It or Ticket belt campaign message".

GOALS AND OBJECTIVES:**Goals:**

To increase the seatbelt usage rate by at least 2% statewide.

Objectives:

1. Identify the law enforcement agencies within the primary 20 counties and connecting roadways that feed into those counties where safety belt studies are conducted, offering those agencies safety belt enforcement contracts.
2. Contract with up to 250 law enforcement agencies to provide enforcement efforts on selected and targeted roadways for the occupant protection STEP Wave.
3. Collect and analyze the enforcement data from the STEP Wave, including electronic reporting through MoDOT's new data collection system.
4. Work with the Missouri State Highway Patrol and the Coalition for Roadway Safety's Public Information and Education Sub-committee, providing information to the media and public on these efforts as an additional deterrent for non-compliance.
5. Provide data corresponding to recently conducted statewide safety belt surveys to help guide the STEP grantees to the low seat belt usage areas of their city or county. Law enforcement agencies within the counties that represent 80% of the state's population will be considered for funding.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Objective: Identify the law enforcement agencies within the primary 20 counties and connecting roadways that feed into those counties where safety belt studies are conducted, offering those agencies safety belt enforcement contracts.

Result: Completed.

Objective: Contract with up to 250 law enforcement agencies to provide enforcement efforts on selected and targeted roadways for the occupant protection STEP Wave.

Result: Total Number of Officers CIOT 7,369

Total Number of Man-Hours CIOT 928

Total Dollars Spent CIOT \$219,865.53

Objective: Collect and analyze the enforcement data from the STEP Wave, including electronic reporting through MoDOT's data collection system.

Result: CIOT - Out of the 202 agencies contacted, 157 participated.

Objective: Work with the Missouri State Highway Patrol and the Coalition for Roadway Safety's Public Information & Education Sub-committee, providing information to the media and public on the these efforts as an additional deterrent for non-compliance.

Result: Completed.

Objective: Provide data corresponding to recently conducted statewide safety belt surveys to help guide the STEP grantees to the low seat belt usage areas of their city or county. Law enforcement agencies within the counties that represent 80% of the state's population will be considered for funding.

Result: Completed.

See attached Enforcement Activity report for citation details.

FUNDING:

402 / 20.600: 130,200.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358


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Administration ▶
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2010 Click It or Ticket Campaign (182 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
207	127	765	229	108	150	7556	1175	10317	5794	219	53	24

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Uni Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
4	3	10	835	2126	96	183	8	415	3104	12078	22395

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
27072	11031	12	143	31	254	18	80	32	16	8

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
20	3	88	2	24	12	112	495	154	49	61	3142	969	4982

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
380	33	1	0	0	0	0	7	212	1788	2420	7402

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
5	4	0	2	2

Total number of records submitted: 185

MoDOT Highway Safety Division, Phone: 800-800-BELT

PROJECT TITLE:

Law Enforcement Training

PROJECT NUMBER:

10-PT-02-121

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Southern State University

AGENCY CONTACT:

Dr. Tia Strait

PROJECT DESCRIPTION:

In an effort to provide this to as many law enforcement officers as possible at no cost to the agencies or officer, Missouri Southern State University Law Enforcement Academy will provide training throughout the state of Missouri at or near the following locations: Springfield, West Plains, Rolla, Harrisonville, Nevada, Osage Beach, Cape Girardeau, Kennett, Potosi, Joplin and Sullivan/Union area. Funds from this project will allow law enforcement agencies to send their entire department to this training during this contract year. Historically, most departments could only afford to send several officers a year to this training.

The geographic locations and frequency in which the training will be offered will accommodate the smaller agencies, who over a one year period of time will be able to send all of their officers to all of this training. Most agencies will be able to attend the training because the locations of the training are in such proximity that travel and overtime expenses will be minimized. The frequency in which the training will be offered will give the departments the flexibility they need to send several officers per training program.

Missouri Southern State University Law Enforcement Academy will provide continuing education hours as approved through the Peace Officer Standards and Training (P.O.S.T.) Program, by being an approved provider.

Eligible students will consist of officers from Missouri governmental agencies who are involved in the traffic support function or will follow such training. All eligible students must meet the requirements under Missouri statutes for P.O.S.T. This verification of eligibility will be made through class and reimbursement rosters that identify the trainee's name, rank, social security number, jurisdiction, DPS date of certification, and status. Missouri Southern State University Law Enforcement Academy will be responsible for verifying eligibility of all students for instruction under this agreement. Students and/or their departments will be responsible for covering costs for travel, room, and board.

PROBLEM IDENTIFICATION:

The responsibility of ensuring highway safety in the State of Missouri rests primarily on the shoulders of state, county and municipal law enforcement officers. As such, it is imperative that officers are well-trained in the areas of awareness, recognition, execution, and enforcement of traffic-related statutes and regulations.

Aside from manpower shortages, lack of adequate training is the greatest impediment to diligent enforcement of traffic-related offenses. Most state, county, and municipal law enforcement agencies do not have the financial resources to send their officers long distances to receive specialized traffic-related training.

The primary objectives of traffic enforcement training are to raise awareness of traffic safety, improve recognition of traffic-related offenses, assure proper execution of highway safety operations (i.e., sobriety checkpoints, radar, etc.) and encourage enforcement of traffic-related offenses. Based on informal and non-scientific surveys, every law enforcement official queried emphatically believed that the training had a tremendously positive impact on reducing accidents, increasing convictions, and raising the level of awareness of traffic-related concerns.

GOALS AND OBJECTIVES:

GOALS:

1. Provide law enforcement officers in defined regions of the state the opportunity to receive comprehensive traffic enforcement related training.
2. Increase the awareness of traffic enforcement related issues among law enforcement officers and improve their skills such as report writing, courtroom testimony, etc.
3. Increase the number of traffic-related operations such as DWI enforcement, radar enforcement and sobriety checkpoints.

OBJECTIVES:

Missouri Southern State University will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide the following training programs:

Vehicle Search and Seizure - This course is designed to familiarize and update officers on current law as it relates to the search and seizure of evidence in motor vehicles. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

High Risk Vehicle Stops - This course will instruct officers on the potential hazards and approach options when dealing with traffic stops that have an increased probability for physical harm to the officer. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

Beyond the Ticket - Officers will receive training in looking beyond the ticket at various types of criminal activity, primarily in the area of transportation of controlled substances. Officers will be trained to recognize the various "red flags" when attempting to detect this type of activity. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

Missouri Motor Vehicle Law - This course will teach officers the current Missouri Motor Vehicle law as it relates to traffic enforcement. Officers will be provided copies of the relevant Revised Statutes of Missouri that relate to traffic enforcement. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

Railroad Crossing Collision Investigation - This course is designed to familiarize officers with the special problems related to railroad crossing collision investigations. These types of accidents have unique problems unlike more common accident investigations. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
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 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

From October 1, 2009 through September 30, 2010 Missouri Southern State University Criminal Justice Programs presented 14 Law Enforcement training programs to 249 law enforcement officers in the following Missouri locations; Nixa, Sedalia, Popular Bluff, Joplin, Riverside, Potosi, Urbana, Caruthersville, Napoleon, and Butler. In last year's tough economy, budget reductions in both hiring and training officers has affected some training programs this year.

Four Vehicle Search and Seizure training programs were conducted in Popular Bluff, Nixa, Sedalia, and Caruthersville with 86 officers attending. Officers in this course of instruction were updated and familiarized with current search and seizure laws as they relate to search and seizure of evidence in motor vehicles.

Five High Risk Vehicle Stop training programs were presented in Riverside, Nixa, Joplin, Potosi, and Urbana with 98 officers attending. The purpose of this course was to instruct officers on the potential hazards and approach options when dealing with traffic stops. Emphasis was placed on tactical stop procedures as well as officer safety at the stop scene from oncoming traffic. Classroom training was provided as well as a practical application that took officers out of the classroom and presented them with a situational training exercise.

Two Beyond the Ticket training programs were conducted in Sedalia and Butler with 31 officers attending. Officers were trained to look beyond the ticket in their traffic stops to recognize other criminal activity particularly the possession and transportation of controlled substances. Sound investigative techniques as well as officer safety were emphasized.

Three Missouri Motor Vehicle Law programs were presented in Sedalia, Napoleon, and Caruthersville with 34 officers attending. Officers in this course of instruction were trained in current Missouri motor vehicle law as it pertains to traffic enforcement and criminal investigation relating to traffic stops.

FUNDING:

402 / 20.600: 42,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Law Enforcement Officer Driver Training

PROJECT NUMBER:

10-PT-02-110

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Missouri Sheriffs Association

AGENCY CONTACT:

Mr. Ron Carroll

PROJECT DESCRIPTION:

The Missouri Sheriffs' Association Training Academy will schedule Law Enforcement Vehicle Driver Training classes on a regular basis. MSATA will continue to use its current staff and the addition of newly trained instructors to provide the means to make more Law Enforcement Vehicle Driver Training available in more areas of the state.

The lesson plan objectives include the following topics:

1. The characteristics and risks of law enforcement driving
2. Different modes of law enforcement driving
3. The legal issues of law enforcement driving
4. The basic properties of vehicle dynamics
5. Problems facing night driving
6. Acceptable vehicle maintenance
7. Selection and utilization of warning devices during emergency driving
8. Utilizing threshold breaking on vehicles not ABS equipped, 9 and 3 steering and shuffle steering
9. Utilization of seatbelts and other safety devices

The law enforcement agency and/or officer will need to provide the law enforcement vehicle(s) used by the student on a regular basis for the practical application portion of the training class. This is intended to familiarize the officer with his/her own vehicle while utilizing the training principles the student is receiving.

This training class will be conducted at "LOW SPEED," meaning there is no high speed driving in the practical application portion of the class. This is not about pursuit driving.

MSATA is a Missouri POST licensed Basic Law Enforcement Training Academy, that is licensed to provide Basic Law Enforcement Training as well as Continuing Education Training to licensed peace officers.

The MSATA's main office and training facilities are in Jefferson City. However, there are 640-hour Basic Law Enforcement Training Class training sites in Mexico, Marshall, Camdenton, Waynesville, Bolivar, West Plains, Poplar Bluff, Union, Kirksville, St. Joseph, and Palmyra. There are two (2) locations, Pineville and Benton, where 300-hour Reserve Basic Law Enforcement Training Classes are conducted.

MSATA staff members will monitor the training programs through on-site monitoring and the use of evaluation forms completed by course participants.

PROBLEM IDENTIFICATION:

Due to the nature of the job, law enforcement officers spend more of their time driving their patrol cars, motorcycles and special vehicles than in any other activity associated with their many job tasks. Each year law enforcement officers are killed and injured in the line of duty due to vehicle crashes.

In 2007, there were 1,543 traffic crashes involving 1,580 emergency service vehicles in the State of Missouri. Nine people were killed and 459 people were injured in these traffic crashes. Of the 1,580 emergency service vehicles involved, 380 (24.1%) were on an emergency run at the time of the crash. The seriousness of these traffic crashes is compounded by the fact that the incident no doubt delayed or prevented the unit from responding to the original emergency situation. Crashes of this nature are of special concern to traffic safety authorities because emergency service vehicles and, more importantly, their staff are critical public safety resources whose loss due to traffic crashes adversely affects the public welfare.

Police vehicles account for the majority of emergency service vehicles involved in Missouri traffic crashes. Of the 1,580 emergency vehicles involved in 2007 traffic crashes, 1,218 (77.1%) were law enforcement vehicles. This finding is not surprising since there are a significantly greater number of police vehicles in operation compared to ambulances and fire vehicles. In addition, many law enforcement units patrol Missouri roadways throughout their shift, while ambulances and fire vehicles are normally stationed at fixed locations until called to respond to a situation.

Law enforcement agencies cannot overlook their financial and legal obligations as a result of these traffic crashes. Agency administrators must continue to train officers to be better drivers and better prepared to deal with the many emergency and changing traffic situations in their daily duties.

GOALS AND OBJECTIVES:

GOAL:

The goal of this project is to provide more law enforcement vehicle driver training to law enforcement personnel thereby reducing the number of traffic crashes involving law enforcement vehicles and the resulting deaths and injuries.

OBJECTIVES:

- 1) Utilize a qualified vendor to train four new Law Enforcement Vehicle Driver instructors.
- 2) Purchase equipment such as a laptop, carrying case, traffic cones and single axle trailers for use in providing training to local law enforcement agencies.
- 3) Conduct 30 Law Enforcement Vehicle Driver training classes across the state.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
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 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Thirty law enforcement vehicle driver training workshops were held in 19 different counties across the state at a total cost of \$21,785.25 (\$81.28 per person). Two hundred sixty-eight law enforcement/public safety personnel were trained in:

1. The characteristics and risks of law enforcement driving
 2. Different modes of law enforcement driving
 3. The legal issues of law enforcement driving
 4. The basic properties of vehicle dynamics
 5. Problems facing night driving
 6. Acceptable vehicle maintenance
 7. Selection and utilization of warning devices during emergency driving
 8. Utilizing threshold braking on vehicles not ABS equipped, 9 and 3 steering and shuffle steering
 9. Utilization of seatbelts and other safety devices
-

FUNDING:

402 / 20.600: 34,347.50

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Crash Investigation

PROJECT NUMBER:

10-PT-02-106

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will offer one Crash Investigation Series during this fiscal year. The courses in this six-part series are designed specifically for the preparation of Missouri law enforcement officers to fully investigate traffic crashes. This investigative training includes documentation of crashes and the presentation of factual data to the court system for proper legal action, as well as the reports submitted to the state for further action in engineering, education and enforcement. The series consists of a six-part crash training program, one Reconstruction Preparation course and one Reconstruction Course. This training picks up where the academy training leaves off and is designed to systematically guide attending officers through the process of an on-scene investigation through advanced data gathering to produce a complete crash data report upon completion of the process. The results of officers completing the series will include: more complete reports, and proper collection of data and preservation of evidence. This produces well-documented reports that are transmitted to the state, allowing for data to be gathered and analyzed to determine actions needed beyond the actual investigation. The actions resulting from the data collection may include roadway design changes, signage, public education, or reallocation of enforcement manpower to problematic areas.

In addition, On-Scene Crash Investigation training will be offered and is designed specifically for the front-line officer who typically is the first at a crash scene. Those officers do not have the extensive crash investigative training but should be equipped with the foundational aspects of identifying and preserving critical crash scene evidence, collecting and measuring for scaled drawings and understanding how to safely manage a crash scene. This 32-hour On-Scene Crash Investigation course will make front-line officers safer, more knowledgeable and a greater asset to the primary crash scene investigating officer.

PROBLEM IDENTIFICATION:

Throughout Missouri a critical training need continues to exist for law enforcement in the area of traffic crash investigation. This foundational need, as identified in "Missouri's Blueprint for Safer Roadways," is the basis for proper crash documentation and data collection. When law enforcement officers are properly trained in documentation and investigation of crashes, the data analysis is more complete and the actions of education, engineering and enforcement become more effective. Of the 87,708 crashes occurring in Missouri in 2006, 65.7% of them were investigated by local law enforcement agencies, other than the Missouri State Highway Patrol.

In Missouri, many law enforcement training academies lack time in their curriculum to provide adequate crash investigation training. Documentation of modern day crashes requires highly specialized training, including computer collected evidence as contained in the event data recorders, as well as highly specialized knowledge in the new crash detection systems being placed on many new vehicles.

GOALS AND OBJECTIVES:

Goal:

To provide crash investigation training that will enhance the level of knowledge and skill among law enforcement officers who work traffic crashes.

Objectives:

1. Conduct one complete Crash Investigation Series to allow for advanced training of 25 law enforcement personnel assigned to work traffic enforcement;
2. Provide a Reconstruction Preparation course for 25 officers requiring a refresher prior to acceptance into Crash Reconstruction;
3. Advance the most qualified officers completing the series to the Crash Reconstruction training; and
4. Conduct the On-Scene Crash Investigation course in five locations around the state, training up to 45 front-line officers.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Safety Center provided one complete Crash Investigation training Series with 18 of the 20 students completing the entire series. In addition the following courses were held: Reconstruction Preparation with five students; Crash Reconstruction with 14 students; and one On-Scene Crash Investigation course training 16 students.

FUNDING:

\$68,200.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

ENGINEERING SERVICES

The most effective traffic safety program includes three component parts: 1) Enforcement; 2) Education; and 3) Engineering. This program area identified engineering issues and incorporates them into a comprehensive countermeasure effort. In addition, data collection supplements these components—without the timely collection of statistics, none of the countermeasures would be complete.

BENCHMARKS

Established	Result
<p>To assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures</p> <ul style="list-style-type: none"> • 50 agencies participating in LETS in 2008 	<p>There were two program changes to LETS this year. The first being development and addition of the short form version of the STARS report. Secondly, there was a LETS/DOR integration procedure developed to allow for the information from DOR to be transferred to the crash report thereby saving the officer time and increasing accuracy of the data. The Help Desk provided assistance to the LETS users through this project year.</p>
<p>To publish the annual Traffic Safety Compendium by July 1</p> <ul style="list-style-type: none"> • 2008 Compendium published 	<p>The 2009 Traffic Safety Compendium was produced during the summer and posted to the SAC website along with the Missouri Emergency Service Vehicle Crashes Report, the Missouri Deer Involvement Crash Report, and the Traffic Crash Facts booklet.</p>
<p>To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures</p> <ul style="list-style-type: none"> • Conduct one road safety audit with law enforcement 	<p>As a result of the LETS training agencies will be capable of electronically filing their crash reports to the Missouri State Accident Reporting System (STARS). These agencies were also eligible to receive a collision diagram software package through a grant administered by the University of Central Missouri.</p>
<p>Provide consultant assistance to local communities for traffic engineering assessments and bridge engineering assessments</p>	<p>There were 24 counties/cities that received engineering assistance through the BEAP and TEAP programs in FY2010.</p>
<p>Provide training for engineering professionals at workshops and the Annual Traffic Conference (number of attendees depends upon conference costs which is based on location and travel constraints)</p>	<p>The 2010 MoDOT Traffic and Safety Conference was held May 10-12, 2010 at the Holiday Inn Select in Columbia, Missouri. People from national, state and local agencies attended. Most of the 150 plus in attendance were engineers though a few traffic safety professionals attended as well.</p>
<p>Provide an effective, efficient software system for capturing local law enforcement crash data</p>	<p>Eligible agencies are identified during the project year based on crash stats and local budgetary needs. During this project year, there were no law enforcement agencies that expressed a need for funding.</p>
<p>Provide an effective, efficient Web-based highway safety grants management system</p>	<p>REJIS prepared a new design document outlining the changes necessary to change the new technology to begin the migration to a complete web-based grants management system. The rewrite was completed and was available for the processing of 2010 grants online.</p>

Strategies

Identified	Implemented
<p>Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance</p>	<p>The annual evaluation report is required on the Statewide Traffic Accident Records System (STARS) information contract. The period covered October 21, 2009 through September 30, 2010. Crashes are in the process of being printed with the latter available on the Patrol's web page. These compilations provided an array of statistics relating to Missouri's 2009 traffic crash experience. The complete annual report on the contract is attached to this document.</p>
<p>Utilize statistics to produce the annual Traffic Safety Compendium to assist MoDOT's Highway Safety Division and local communities in developing problem identification</p>	<p>Statistics were utilized to produce the 2009 Traffic Safety Compendium publication and posted to the SAC website. The MSHP STARS Online Analysis website was implemented to provide law enforcement agencies the</p>

	ability to conduct statistical and crash analyses without direct involvement of the Missouri SAC.
Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety	This was accomplished through the BEAP & TEAP projects funded through MoDOT.
Provide training to assure state and local engineers are kept abreast of current technology	This was accomplished through projects funded by contracting with MoDOT to support the Statewide Traffic Conference.
Continue LETS software improvement and training – train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS	Training for use of LETS software has been provided to 21 new user agencies as of September 2 nd .
Implement, where possible, recommendations of the Traffic Records Assessment team which will include establishing linkage capability with the Statewide Traffic Accident Reporting System in order to generate merged records for analytic purposes	Merged records are generated for analytic purposes. Recommendations are continually made and implemented by the Traffic Records Assessment Team.
Continue to serve on the Traffic Records Coordinating Committee and assist in the redevelopment of the Missouri Traffic Records Strategic Plan	SAC staff attended Traffic Records Committee meetings tasked with the redesign of the Missouri Uniform Crash Report. Staff also participated in the MSHP meetings to review and update data edits and formats required for the redesigned form.
Implement recommendations of the 2006 Traffic Records Assessment into the statewide strategic plan (as required in Section 408 implementing guidelines)	The Traffic Records Coordinating Committee reviews guidelines and continues to proceed with recommendations from the assessment.
Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs	The HP Design Jet T610 plotter provides SAC the ability to produce high quality and oversized maps that display Missouri's crash experience.
Promote use of the online law enforcement mobilization reporting system	The online law enforcement mobilization reporting system has proven to be very effective. Reports are generated from the information entered by law enforcement agencies into the system. In addition, informational e-mails and letters are sent to all law enforcement agencies prior to each mobilization campaign. The mobilizations are also promoted during grant workshops, conferences and site visits with these agencies.
Collaborate with the Missouri State Highway Patrol to assure that Missouri's traffic crash report form complies with 2008 revised MMUCC standards. This includes redevelopment of the crash report form to allow for capture of additional data elements as recommended by the review process	The Missouri State Highway Patrol is currently revising the crash report and has been following the latest guidelines of the MMUCC. Missouri law enforcement agencies will begin utilizing the new crash report January 2, 2012.
Maintain and improve as needed a totally Web-based Highway Safety grants management system working in conjunction with the Highway Safety division, REJIS, and MoDOT's Information Technology division	The grants management system is continually updated/enhanced as needed. A rewrite was recently completed and was available for the processing of the 2010 grants online.
Continue to procure enhanced broadband wireless services for Missouri State Highway Patrol cars through a wireless service provider, to allow for seamless, continuous, and complete transmissions of racial profiling data	The project was completed in 2010.

PROJECT TITLE:

LETS Software Training

PROJECT NUMBER:

10-K9-04-3

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will establish and market a training calendar to conduct L.E.T.S. training, based on demand. This training will be marketed by the Missouri Safety Center, LETSAC and the Highway Safety Division of MODOT. Each training session will be taught by a Missouri Safety Center qualified trainer, providing instructions on the set up and usage of the software program to representatives of city and county agencies. During the 2010 funding year the Center proposes to conduct 5 training sessions, as needed and requested, to interested agencies, cities and counties.

PROBLEM IDENTIFICATION:

Local law enforcement agencies have a highly critical need to maintain and evaluate local traffic crash/injury data to effectively identify problem areas and plan countermeasures for their communities. One method for maintaining local data is the Law Enforcement Traffic Software (L.E.T.S.) computer program. This web-based computerized system allows for collection and comprehensive management of traffic data and provides on-line information concerning traffic activities and needs for local law enforcement agencies.

The need exists to "continue LETS software improvement and training - train users on accessing and utilizing the LETS system" (as noted in the 2008 Missouri Highway Safety Plan and Performance Plan, page 58, Strategy #5).

GOALS AND OBJECTIVES:**Goal:**

1. Determine a training schedule and market to targeted customers/users.
2. Conduct 8 LETS training courses, based on demand.

Objectives:

1. Schedule and market the LETS courses.
2. Conduct 8 LETS training courses.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
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 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Training for use of the LETS software has been provided to 21 new user agencies as of September 2nd. As a result of the training, these agencies will be capable of electronically filing their crash reports to the Missouri State Accident Reporting System (STARS). These agencies were also eligible to receive a collision diagram software package through a grant administered by the University of Central Missouri.

FUNDING:

\$7,700.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Data Standardization Project

PROJECT NUMBER:

10-K9-04-2

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

University of Central Missouri

AGENCY CONTACT:

Director Victoria Steel

PROJECT DESCRIPTION:

Based upon the identified problem of getting data into a format that allows for full electronic transfer, a need exists to work directly with the local law enforcement agencies, software providers and the STARS staff to identify current systems and the potential for those systems to be modified for electronic transfer of crash report data. This project will provide for a liaison to assess priority agencies and report to Highway Safety the actions necessary to allow for direct transfer of data to Missouri State Highway Patrol. The contractor will subcontract with Carriker & Associates, L.L.C. to perform the liaison and field duties.

PROBLEM IDENTIFICATION:

Missouri utilizes the Statewide Traffic Accident Reporting System (STARS) as the data collection center for all traffic crash data statewide. Missouri Law Enforcement agencies are required to report their traffic crash data to the state, unfortunately some 90% of local agencies cannot electronically report and must continue to submit data to the Missouri State Highway Patrol in non-direct formats including paper copies of crash reports and hand drawn diagrams. With this lack of ability to electronically transfer data, the odds of errors in data encoding and loss of data exists. While the majority of law enforcement agencies that work traffic have some type of data collection software, only a couple at the present time are configured to import into the STARS software system, resulting in the third party entry of data into the system to incorporate reported traffic crashes outside the current Missouri State Highway Patrol reporting system. A need exists to have complete and accurate data in the State's STARS system to allow for corrective enforcement, advanced engineering and accurate reporting to the federal levels

GOALS AND OBJECTIVES:**Goal:**

To increase the number of law enforcement agencies submitting electronic crash reports to the Missouri State Highway Patrol and to provide limited support assistance to those identified agencies to assist them in moving to electronic reporting.

Objectives:

The following elements of the project will be accomplished during this contract period.

1. Contractor will continue to meet with the Missouri State Highway Patrol to stay in the loop on activities of the STARS.
2. Contractor will continue to meet and work with REJIS staff to stay up on changes and current users of the LETS software.
3. Contractor will continue to meet with the Highway Safety Staff to stay in the loop on issues affecting the crash reporting statewide as well as other issue that may have an effect on data collection.
4. Contractor will collect data on Missouri Law Enforcement agencies and agencies will be placed into three different groups, first group are the agencies that have a current RMS System and have the Missouri Crash Report form included in that software. Second group will be agencies that may have an RMS software but do not have the crash report in the collection system. Third will be agencies that do not have an RMS system and who may be candidates for inclusion in the LETS software system.
5. Contractor will, based upon collected data work directly with local law enforcement agencies and software providers in conjunction with the STARS staff to facilitate discussions as to modifications to existing software (RMS) programs being used in the state to determine inclusion of electronic data transfer.
6. Contractor will, based upon identified needs at the local level, provide additional assistance for local law enforcement (including their city or county I.T. operations) to facilitate electronic transfer of data. This may include providing limited

technical support, software, and or hardware.

7. Contractor will provide monthly reports to the Highway Safety Office as well as to the Missouri State Highway Patrol on agencies status and software inclusions.

8. Contractor will continue to attend as necessary the Traffic Records Coordinating Committee.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

A total of 210 law enforcement agencies were contacted during this project year. These agencies are those that do not have a records management system(RMS) or do not have the crash report in electronic form capable of being electronically transferred to the STARS system. An additional 60 plus agencies that have RMS systems were also contacted concerning electronic submission of crash reports.

FUNDING:

408 / 20.610: 101,412.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

BEAP / TEAP

PROGRAM AREA:

11

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Highway Safety Division

PROJECT NUMBER:

10-RS-11-3

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Mr. Chris Luebbert

PROJECT DESCRIPTION:

Bridge Engineering Assistance Program (BEAP)

This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limits. These consultants must meet the standards determined by the Missouri Department of Transportation. The consultants will review bridge structures as requested by a city or county and will provide information on bridge condition, load limits, and recommended repairs.

Conditions

All announcements, printings, and reports shall list the Missouri Department of Transportation - Highway Safety Division and the Federal Highway Administration as program sponsors.

Funding to provide Bridge Engineering Assistance in this task must be restricted to engineering services that are not otherwise eligible for funding due to bridge project approval under the Bridge

Replacement and Rehabilitation Program (23 U.S.C. 144).

Consultant Selection and Contract Administration shall be in accordance with MoDOT alternate procedures in accordance with Title 23 CFR which have been previously accepted by FHWA.

The Missouri Department of Transportation is required to submit certification of compliance with the conditions stated above with each claim voucher submitted on the task.

The Missouri Department of Transportation will submit a letter of notification to the Highway Safety Division's Program Coordinator stating that a study has been completed. The letter must include a brief description of the study and information about the local agency that benefited from the study.

Traffic Engineering Assistance Program (TEAP)

The purpose of this task is to retain private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational problems on their streets and highways. This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limitations. Requests are submitted to the Missouri Department of Transportation by local agencies. If the local agencies meet the criteria for participation in the Traffic Engineering Assistance Program, selections will be made by the Missouri Department of Transportation based upon need and ability. NOTE: This project does not provide for actual design in connection with the solution. It attempts to provide solutions to traffic problems.

Conditions

All announcements, printings, and reports shall list the MoDOT Highway Safety Division and the Federal Highway Administration as program sponsors.

The Missouri Department of Transportation will submit a letter of notification to the Highway Safety Division's Program Coordinator stating that a study has been completed. The letter must include a brief description of the study and information about the local agency who benefited from the study.

PROBLEM IDENTIFICATION:

Bridge Engineering Assistance Program (BEAP) FY 2009

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their bridges. Correction of these problems can require evaluation of bridge structures for load-carrying capacity. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analyses. This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

Traffic Engineering Assistance Program (TEAP) FY 2009

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of what studies a traffic engineer consultant may be called upon to perform.) This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

GOALS AND OBJECTIVES:**BEAP:**

The BEAP Program is aimed at correcting operational problems on city and county bridges.

TEAP:

The TEAP Program is aimed at correcting operational problems on city and county streets and highways.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
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6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The following counties/cities received engineering assistance through the BEAP and TEAP programs in FY2010: Dent County, Stone County, Laclede County, Caldwell County, Kimberling City, Dade County, City of Washington, City of Jefferson, Audrain County, DeKalb County, Clay County, University City, Gentry County, Vernon County, St. Francois County, Cooper County, Ray County, Texas County, Warren County, Douglas County, Lewis County, St. Charles County, Franklin County, and the City of Overland.

FUNDING:

402 / 20.600: 80,000.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Local Data Improvement

PROJECT NUMBER:

10-K9-04-7

PROGRAM AREA:

04

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mr. Randy Silvey

PROJECT DESCRIPTION:

The Highway Safety Division will provide funding to agencies lacking the funds to purchase equipment and/or software for electronic filing of traffic records data to state data systems.

Those agencies receiving funding through this project will utilize their local purchasing policy.

PROBLEM IDENTIFICATION:

Accurate data must be collected in order for a state, county, city, or political subdivision to be able to identify and address traffic / transportation safety problems. Missouri has the statewide traffic crash data in FARS and STARS within the Missouri State Highway Patrol's database. However, many communities have a demonstrated need for a traffic data management system by which they can quickly assess trends that may ultimately show where enforcement, education, and/or engineering can be used to make a difference in traffic safety. Accurate local data is critical to the State of Missouri in two ways. First, when a local community can supply strong data to support requests for aid, it is much easier for assistance programs, such as Highway Safety funding, to be committed to develop and implement countermeasure programs. Secondly, the state uses local data in compiling statewide information about crashes, tickets, and citations. The accurate and timely transfer of enforcement data to the state system allows for state actions to more closely keep pace with needs, such as engineering and state-based enforcement efforts.

GOALS AND OBJECTIVES:

To assist local agencies in improving their data systems to allow for electronic transfer to state data systems.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
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Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This project is intended to provide funding to local law enforcement agencies as assistance in developing protocols or procedures to electronically submit their traffic crash report data to the Missouri State Accident Reporting System. Eligible agencies are identified during the project year based on crash statistics and local budgetary needs. During this project year, there were no law enforcement agencies that expressed a need for funding.

During this project year, \$50,000.00 was transferred from this project to the MoDOT GPS Line Work project.

FUNDING:

\$150,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

MoDOT Traffic & Safety Conference

PROJECT NUMBER:

10-RS-11-2

PROGRAM AREA:

11

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mr. Chris Luebbert

PROJECT DESCRIPTION:

Annual Traffic and Safety Conference

A traffic conference will be held in this contract year. This program will provide a forum for the discussion of highway safety engineering topics and include speakers from both the public and private sectors. The conference will be at least one day in duration and is expected to have about 100 participants. The program will be held in the spring of 2010.

Contract expenses include those required for location and speaker costs.

PROBLEM IDENTIFICATION:

On the local government level there exists a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problem areas lies with personnel whose primary responsibilities are directed elsewhere. Their training and qualifications are not always related to traffic or safety engineering. This, therefore, becomes a support problem in that trained personnel are needed who are aware of the traveling and pedestrian public.

GOALS AND OBJECTIVES:

Provide a conference for traffic safety engineers and advocates to share success stories and ideas regarding traffic safety.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The 2010 MoDOT Traffic and Safety Conference was held May 10-12, 2010 at the Holiday Inn Select in Columbia, Missouri. People from national, state and local agencies attended. Most of the 150 + attendees were engineers though a few traffic safety professionals attended as well.

FUNDING:

\$30,000.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Records

PROJECT NUMBER:

10-K9-04-9

PROGRAM AREA:

04

JURISDICTION SIZE:

441,574

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

Statewide

AGENCY NAME:

Kansas City MO Board of Police Commissioners

AGENCY CONTACT:

Sgt. Daniel Graves

PROJECT DESCRIPTION:

This project will enable the Kansas City Police Department to equip twenty-five police vehicles with mobile data computers. The vehicles are utilized in vehicle crash investigations which will complete the department's ability to electronically gather the data on-scene and transfer the data to the department's in-house data system.

PROBLEM IDENTIFICATION:

Missouri utilizes the Statewide Traffic Accident Reporting System (STARS) as the data collection center for all traffic crash data statewide. Missouri law enforcement agencies are required to report their traffic crash data to the state. The Kansas City Police Department cannot electronically report and must submit data to the STARS data system in paper form. With this lack of ability to electronically transfer data, the odds of errors in data encoding and loss of data exists. In order to successfully facilitate an electronic transfer protocol for Kansas City Police Department's crash data the officers responding to crash investigations must have electronic reporting capability at the scene of investigation.

GOALS AND OBJECTIVES:

To purchase twenty-five mobile data computers and related installation, hardware, and software.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
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 - Programs (number and success of programs held compared to planned programs, evaluations if available)
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 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The 25 Mobile Data Computers were purchased and installed between January 1 and March 30, 2010. These computers are used in the field by crash investigators to electronically collect and submit the data. Kansas City PD is currently rewriting their crash data system to allow it to electronically submit crash data to the Missouri Traffic Accident Reporting System. The placement of the MDCs into the field units allows Kansas City PD to gather all crash data electronically.

FUNDING:

\$158,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Data Improvement

PROJECT NUMBER:

10-K9-04-4

PROGRAM AREA:

04

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mr. Randy Silvey

PROJECT DESCRIPTION:

The Grantee will work collaboratively with the Traffic Records Coordinating Committee to revise the 2006 Strategic Plan. The updated Missouri Strategic Plan will continue to provide:

- 1) The order in which improvements to the traffic records system need to be made;
- 2) An organized structure for accomplishing improvements and changes;
- 3) A method of prioritizing improvements;
- 4) Actions needed to achieve a traffic records system that meets the needs of users;
- 5) Specific actions/improvements within the traffic records system blueprint, and;
- 6) Benchmarks for measuring progress.

The goal of the Missouri Strategic Plan update is to strengthen the structure for guiding improvements to the traffic records data system and to improve data capture, storage, linkage, and accessibility to users. A key element in attaining this goal is to create a blueprint of the Missouri traffic records data systems. This blueprint will:

- 1) Identify the current databases and their respective structures;
- 2) Identify current linkages;
- 3) Identify which traffic records requirements the current databases fulfill;
- 4) Define the improvements needed to meet the strategic plan's goal(s), and;
- 5) Identify and prioritize the improvements.

PROBLEM IDENTIFICATION:

The State of Missouri must maintain a statewide traffic records strategic plan as part of its application process to qualify for continued Section 408 Federal funding to improve its traffic records data systems. Upon completion of the 2006 Missouri traffic records assessment conducted by Data Nexus, a strategic plan was then developed by Data Nexus for use by the State of Missouri. This plan updated the 1999 Traffic Records Strategic Plan. After reviewing the strategic plan developed in 2006, the Traffic Records Coordinating Committee has recommended that the plan be updated to include a "blueprint" of the Missouri traffic records databases and their linkages. It has also been recommended that the updated plan's "blueprint" include improvements necessary to meet the goals set forth by the strategic plan.

GOALS AND OBJECTIVES:

The Grantee will work collaboratively with the Traffic Records Coordinating Committee and Data Nexus to achieve:

1) An updated Missouri Strategic Plan that will include a five-year plan for the improvement of Missouri's traffic records system. This plan will be based on the current Missouri Traffic Records Assessment and recommendations of the Traffic Records Coordinating Committee, and

2) A blueprint of the Missouri traffic records system.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
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 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Data Nexus company was contracted to revise the existing strategic plan for Missouri's traffic records data system improvement program. Bob Scopatz was the representative from Data Nexus and conducted an in-depth interview and review process of the current data system. Functionality and interoperability were the focus points of the strategic plan update. It was also desired to produce a plan that better defined progress and measureables for all current projects. Through a series of one-on-one meetings and committee meetings, a revised strategic plan was developed and was submitted with the application for continuing Section 408 funds in June 2010.

FUNDING:

\$80,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Hazardous Elimination

PROJECT NUMBER:

10-154-HE-2

PROGRAM AREA:

HE

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mr. Scott Turner

PROJECT DESCRIPTION:

The Hazard Elimination projects will correct hazardous locations, sections, and elements including roadside obstacles and unmarked or poorly marked roads which may constitute a danger to motorists, bicyclists, and pedestrians. The projects can be on any public road, public surface transportation facility, or publicly owned bicycle or pedestrian trail.

PROBLEM IDENTIFICATION:

Pursuant to passage of the federal TEA-21 legislation, each state must have in effect a law that prohibits the possession of any open alcoholic beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle (including possession or consumption by the driver of the vehicle) located on a public highway, or the right-of-way of a public highway, in the State.

If a State has not enacted or is not enforcing a qualifying open container law the U.S. Secretary of Transportation shall transfer an amount equal to 3 percent of the federal aid highway funds apportioned to the State effective October 1, 2002 to the apportionment of the State under section 402 (the Highway Safety program) to be used as follows:

- a. Alcohol-impaired driving countermeasures; or
- b. Enforcing laws prohibiting driving while intoxicated or driving under the influence and other related laws (including regulations), including the purchase of equipment, the training of officers, and the use of additional personnel for specific alcohol-impaired driving countermeasures, dedicated to enforcement of the laws (including regulations); or
- c. Hazard elimination projects-a State may use all or a portion of the transferred funds for activities eligible under section 152.

Missouri has elected to utilize funds to address the need to remove and/or correct hazards on the roadways (e.g., poorly marked areas, obstacles) that have the potential for contributing to traffic crashes.

GOALS AND OBJECTIVES:

To continue implementation of hazardous elimination projects.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
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 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
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- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Twenty four miles of three strand high tension guard cable was installed on Highway 63 between Columbia and Jefferson City, Missouri.

FUNDING:

\$12,000,000.00

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Municipal Court Electronic Reporting

PROJECT NUMBER:

10-K9-04-8

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Office of State Courts Administrator

AGENCY CONTACT:

Mr. Jeff Barlow

PROJECT DESCRIPTION:

The Missouri Office of State Courts Administrator is requesting funding to meet federal reporting mandates and improve reporting of traffic dispositions affecting the Commercial Driver License (CDL) program.

Through federal funding received in FY04 from the Federal Motor Carrier Safety Administration, the Missouri Judiciary created and implemented an automated electronic traffic reporting system that is integrated with the case management system currently being implemented in Missouri's state courts. The integrated case management system is the foundation for Missouri's ability to meet state and federal CDL traffic conviction reporting requirements. Until the system is implemented statewide, Missouri cannot report all court convictions to the Commercial Driver's License Information System within the required time. As courts begin using the case management system, they will be able to electronically report traffic convictions daily to the DOR, who will forward the information electronically to the federal CDLIS.

This request will provide funding for personnel, expense and equipment necessary to implement the integrated case management system into additional municipal courts. Municipal courts handle 66% of all traffic cases, according to the Missouri Department of Revenue (DOR). The implementations will follow a standard implementation strategy and workflow process in municipal courts. The implementations will build upon existing standards, training curriculum, information sharing features of the integrated case management system, and where possible use existing network connections and computer hardware and software. Each municipal court will enter into an agreement with the Office of State Courts Administrator as allowed by section 476.056 of the revised statutes of Missouri to facilitate municipal court automated reporting of traffic dispositions.

Current request for funding: The Missouri Judiciary would expand the use of the Justice Information System (JIS) to support traffic reporting in the circuit courts and continue expansion to the municipal courts to allow those courts to meet the federally mandated reporting of traffic dispositions. This project would provide staffing needed to implement a case management system for automated traffic disposition reporting. This new grant's goal would provide for continuation of this effort in 20 additional municipal courts.

This project will follow the existing management methodology used for implementing the JIS system. However, this project will have a separate set of goals and objectives and a separate project manager to ensure the project stays on time and on budget. The Assistant to the State Courts Administrator manages the projects office and serves as a member of the executive staff to provide oversight for personnel resources assigned to the project. The project manager and the steering committee will keep the project on time and within the budget allocations requested in this grant.

This grant would be a companion grant to the Federal Motor Carrier Safety Administration award of \$187,139.00 (a partial award of the amount requested). This grant would complete the budget necessary for an additional year of implementation.

PROBLEM IDENTIFICATION:

The Missouri Office of State Courts Administrator (OSCA) is requesting funds to improve traffic disposition reporting and to meet the federal mandates for timeliness of reporting these dispositions.

There are currently 3.9 million licensed drivers in Missouri and 6% of those are CDL holders. There were over 346,000 traffic cases filed in Missouri state courts in Fiscal Year 2008. There were over 1,022,909 cases filed in municipal courts in addition to the Missouri state courts.

Under 49 CFR 384.225, Commercial Driver's License (CDL) convictions must be reported to the Commercial Driver's License Information System (CDLIS) within ten days of the conviction. The long term goal of this project is to meet this federal requirement through the application of court automation strategies in municipal courts of Missouri. Through previous CDL grants, this same automation strategy was applied to the state courts. All 45 circuit courts in the state are using the Justice Information System (JIS). This case management system automates the reporting of traffic dispositions.

The Office of State Courts Administrator works collaboratively with the Missouri State Highway Patrol, the Missouri Department of Revenue (DOR) and the Missouri Department of Transportation (MODOT) to ensure timely and accurate reporting of traffic dispositions.

Problem/Need Statement: Traffic safety statistics for calendar year 2008 showed that there were 960 fatalities due to motor vehicle crashes. The Federal Department of Transportation CDL program requires the states to provide information necessary to ensure that CDL drivers are properly licensed and safe drivers. As part of this national effort to improve road safety and save lives, the CDL program has reached out to each state's executive officer to partner with the judiciary to help improve timely collection and transmission of complete and accurate driver moving violation conviction information.

Currently, courts must either produce a record of conviction report from their existing software or manually complete a record of conviction. The paper records are then mailed to the Missouri State Highway Patrol (MSHP) for data entry into their systems. MSHP then forwards the reports to the DOR. DOR must then enter the data from the report into their Missouri Driver License system (MODL) to be forwarded to CDLIS. This manual process can result in untimely, inaccurate and incomplete data, which ultimately compromises public safety, officer safety, and the quality of justice decisions made by judges and policymakers. Redundant data entry can lead to human error, mainly in the form of transcription mistakes, although interpretive errors are also a problem. These errors, which accumulate as data, are manually reentered from system to system, corrupting vital information to the point where final case dispositions are inaccurate.

It is impossible for Missouri to come into substantial compliance with the requirements of 49 CFR 384.225 without implementing an electronic traffic reporting system. Failure to comply with this new federal reporting mandate shall result in the annual loss of 5% of all Federal aid highway funds starting October 1, 2007 and 10% in each subsequent Federal fiscal year. This translates to a loss of \$125 million in Federal aid highway funds by fiscal year 2010.

According to the Department of Revenue and state court statistics, the time it currently takes to report a traffic disposition is averaging over two times the federally mandated 10 day requirement. In the Missouri courts the turnaround time has already been reduced by some 60%, as a result of the automated process established between the State Highway Patrol, Department of Revenue and OSCA. The state courts have electronic traffic reporting through the JIS system. However, electronic traffic reporting for municipal courts has just begun and is currently operating in only five of over 500 municipal courts in Missouri. This grant would continue a federally funded effort to implement this reporting solution to comply with federal mandates in the circuit and municipal courts.

GOALS AND OBJECTIVES:

Goal: To meet the federal mandate established in 49 CFR, 384.225 within the pilot municipal courts by September 30, 2010. records of convictions in traffic cases to ensure driver accountability and roadway safety.

Project Objective:

- To increase the utilization of electronic transmission of traffic dispositions in 20 municipal courts, and possibly more, during the grant period.
- To reduce the time it takes to report traffic dispositions in the pilot municipal courts to 10 days or less.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
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 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

Evaluation: Before the automated interface for record of conviction and case transfer was implemented in the Fine Collection Center (FCC), it took 21 days to transmit data to the DOR. After automation was implemented, the time it took to transfer the data was reduced to 3 days. Currently, it takes 21 days on average for municipal courts to transmit the same data to the DOR. If the municipal courts are automated, the number of days to transmit the data is expected to be reduced to no more than 7 days. This project will be evaluated based upon a time study determination as to whether the federally mandated reporting requirement of ten days has been reached.

Progress reports will be prepared by the OSCA project manager and forwarded to the Division of Highway Safety as necessary. OSCA will be collecting process data to help determine the most effective way to implement the JIS system in other municipal courts in order to meet the reporting objective of this grant and to support effective and efficient reporting in the state courts.

RESULTS:

From October 1, 2009 to September 30, 2010, the Office of State Courts Administrator (OSCA) implemented the Justice Information System (JIS) in 13 municipal courts. The courts were located in Parma, Steele, Noel, Miller, Granby, Mexico, Gerald, Montgomery City, Tarkio, Tracy, Louisiana, Eldon, and Portageville. A JIS implementation involves planning activities, on-site visits by Project Management, Court Specialist and accounting staff, training of court staff, system security set-up, technical configuration, manual data entry of pending court cases and ongoing support via the OSCA Helpdesk.

FUNDING:

\$134,053.50

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

GPS Linework

PROJECT NUMBER:

10-K9-04-6

PROGRAM AREA:

04

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Mr. Randy Silvey

PROJECT DESCRIPTION:

This project will entail enhancement and acceleration of the Department of Transportation's current program to create a base map for all Missouri roads. Particular emphasis will be placed on local (off-system) roads, as was recommended by the state's recent Traffic Records Assessment. The project will include hiring temporary data entry personnel, data collection, data entry, possible computer programming, and additional development of data accessibility for all end users.

The current basemap is made available to the public via MoDOT's FTP web site, as well as the Missouri Spatial Data Information Service, which makes the data available to all GIS users. Improving this basemap will increase the accuracy of the data and allow better integration of roadway data with driver records, enforcement, and adjudication efforts. It will become the foundation for all future enhancements, including links to electronic citations, electronic crash reports, and driver record information.

PROBLEM IDENTIFICATION:

The project will impact the timeliness, accuracy, completeness, uniformity, and accessibility of roadway data initially, and the integration of all data (crash, citation, driver records, etc.) over time. It will address Missouri's deficiency in the linkage between crash and roadway inventory data of the local roadway system by providing line work where none exists; it also will improve outdated line work on the state maintained system.

GOALS AND OBJECTIVES:

To create a base map for all Missouri roads.

Continue data collection.....June 2007

Evaluate performance measures each quarter..... September 2007 - September 2012

Completion of System..... October 2012

Maintenance of system, including new route entry and other modifications..... Ongoing

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
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6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This project entails the enhancement and acceleration of the Missouri Department of Transportation's (MoDOT) current program to complete a base map for all Missouri roads for use in traffic crash mapping and location. The project includes data collection, data entry, possible computer programming, and additional development of data accessibility for end users. The desired result of this project is to increase the number of Missouri State Highway Patrol (MSHP) crashes that automatically locate on the base map. Crash location accuracy is measured by comparing the total number of MSHP crashes entered into the system to the number of MSHP crashes that automatically receive location attributes without human intervention. As of March 2010, 63% of the MSHP crashes have successfully landed on the map.

FUNDING:

\$190,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

LETS Enhancements / User Support / Mai

PROGRAM AREA:

04

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

REJIS

PROJECT NUMBER:

10-K9-04-12

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Law Enforcement

AGENCY CONTACT:

Mr. Gregg Horton

PROJECT DESCRIPTION:

Short Form and Supervisor Lock:

1) Implement STARS edits to support automated reporting (e-STARS) of short form accident reports to the Missouri Highway Patrol. The current system is designed to provide flexible use of short form conventions, but the automated reporting function requires standard edits be enforced to prevent report rejections at the Patrol. These required edits are documented in the MISSOURI UNIFORM ACCIDENT REPORT PREPARATION MANUAL and will be implemented as documented.

2) Support the trend to make the recorded accident report data use more formal in respect to STARS reporting. This change will lock a supervisor approved report, preventing further edits unless supported by a agency supervisor. The supervisor can unlock or directly affect any additional changes. LETS e-STARS already supports resending updated reports.

DOR Integration:

This is an enhancement effort to integrate Department of Revenue (DOR) Vehicle and DOR Driver information with LETS accident reporting and citation entry.

The benefit of this effort will be realized in:

- 1) The ongoing efficiency of document entry for law enforcement personnel, real time, supporting their return to other duties.
- 2) Like efficiencies for law enforcement support staff.

Based on current use levels, it is anticipated the 227,000 accident report and citations entered for vehicle and driver information will be performed in 2009. If entry of the vehicle and/or driver information each case only took 30 seconds, the level of effort just for 2009 would be about 1,800 hours statewide for existing LETS users. This change to LETS is being proposed as a one time expenditure to support less than 100 hours of development effort.

Functional description:

Individual LETS users who want to inherit DOR Driver and/or Vehicle data* into their LETS citation and accident reports will first need to apply for a REJIS logon. Once approved, the logon information will be updated into LETS. The logon will enable users to access a new button on the related citation and accident report form. When used, this button will request shared Vehicle or Driver information from DOR to apply to the LETS document. The request will be real time, the population of the information will be executed upon the return of the data from DOR. If the DOR return can not be processed by LETS (multiple responses, ...) a message indicating an unsuccessful result will be displayed. The individual submitting the request will be responsible for verifying the results and making any changes if needed on the LETS form. Upon each request, LETS will log the document id, the requesting agency and a date/timestamp. This information will be used solely for administrative / application support purposes. In particular, the use statistics will support demand forecasts for accurate costing of DOR charges. LETS users using this feature will continue to have the capability to enter or replace driver and/or vehicle information.

Ongoing Cost:

DOR requires a cost recovery charge be applied for use of this service in excess of a defined limit per supporting agency. Only LETS agencies that are not already REJIS subscribers would have their DOR services considered for cost recovery from HSD. If just one half of these qualifying events are considered (based on report and citation entry to date for 2009) for estimating purposes, only about 55,000 requests against DOR would be expected for 2009.

The logged DOR activity for 2010 and future years will be used to support successive cost recovery proposals.

User Support / Maintenance:

REJIS will provide software and hardware support as required. A help desk will be provided and maintained by REJIS for user access.

PROBLEM IDENTIFICATION:

Short Form and Supervisor Lock:

LETS was developed as a flexible platform for local Law Enforcement use. In the case of Accident Report capture, this flexibility is in conflict with Highway Patrol edit requirements for short form (vs. long form) electronic reporting requirements. Form type use intent by the user must also be supported. Along these same lines, with formal reporting to an external agency now in place, an unsatisfied requirement exists to support locking of completed/submitted report.

DOR Integration:

Currently within the Law Enforcement Traffic System (LETS) officers or department clerks must manually enter all required data associated with an affected vehicle or driver. This is a time consuming process that can be better supported by the access and use of like data stored elsewhere by the State of Missouri.

Support / Maintenance:

The LETS software will require support and maintenance in terms of user needs, software repair, general software and hardware maintenance, and maintenance of a help desk.

GOALS AND OBJECTIVES:

The goals of these recommended changes are to provide a more robust application that will ensure quality data exchange between state agencies as well as assured the historical integrity of the data over time. The overall goal of this effort is to improve the operational efficiency of Law Enforcement record keeping activities. This end is proposed as support by the following process:

- 1) Completion of the described changes in accordance with the effort described.
- 2) Coordination with the affected system users in advance of the release of the change.
- 3) Implementation of the change within the timeframe agreed upon.
- 4) Assessment of the effectiveness / level of use of the change and subsequent communication of findings with project sponsor within a proscribed period.
- 5) Provide a help desk for customer support.
- 6) Provide software support for the LETS software.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

There were two program changes to LETS this year. The first being development and addition of the short form version of the STARS report. Secondly, there was a LETS/DOR integration procedure developed to allow for the information from DOR to be transferred to the crash report thereby saving the officer time and increasing accuracy of the data. The Help Desk provided assistance to LETS users throughout this project year.

FUNDING:

\$33,725.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PUBLIC INFORMATION & EDUCATION

This program area addresses the broad spectrum of educating the public about traffic-safety related issues. Although included within the Statewide Problem Analysis information, public information & education components were built into each program area where possible.

Educational pieces and incentives were developed and distributed throughout Missouri by way of conferences, safety fairs, employer programs, schools, churches, health care agencies, law enforcement personnel, state/local government agencies, civic organizations, sporting events, plus the Safe Community and Think First programs. Materials are updated and reprinted as laws change or more current information becomes available. Some materials are redesigned to provide a more appealing look, or to be reproduced in a more cost-effective manner.

Missouri participated in two national campaigns including "Click It or Ticket" and "You Drink & Drive. You Lose." Missouri also conducted a Youth Seat Belt Enforcement statewide campaign in March and Work Zone Awareness Week in April of 2010. All of these campaigns included any combination of paid and earned media, printed materials, and press releases.

MoDOT's Highway Safety Division worked with law enforcement agencies across the state to focus on increasing safety belt use among teen drivers. When possible, law enforcement mobilizations complemented public awareness efforts. This combination of awareness/education coupled with enforcement proved to have a much stronger deterrent effect and allowed law enforcement to employ a proactive, rather than reactive, approach.

The Highway Safety Division was able to use paid advertising to expand efforts in the public information arena. Specific results are provided as attachments to some of the PI&E annual reports as appropriate.

Benchmarks	
Established	Result
2008 expected fatalities = 1,000; 2008 expected disabling injuries = 7,080	In 2009, there were 878 fatalities and 6,539 disabling injuries.
Target audiences with campaign message	Target audiences were reached statewide with campaign messages (general public, young drivers, parents/caregivers of children in child safety seats or boosters seats, older drivers, commercial motor vehicle drivers, pedestrians, bicyclists, motorcyclists, and impaired drivers).
Utilize venues such as internet, radio, billboards, television, print, events, mobile (text messaging) and email	During the Work Zone Awareness campaign the paid media portion of the campaign included cable TV, radio, cinema, gas stations and digital advertising. During "Click It or Ticket" radio, cable television, broadcast news TV, cinema, truck billboards, and digital advertising were purchased. During the Teen Seat Belt Enforcement campaign, radio, cable and digital advertising were purchased.
Air or print public service announcements. TOTAL in 2008 = 49,207	In 2008, 49,207 public service announcements were aired or printed for <i>Teen Seat Belt Enforcement</i> ; <i>Work Zone</i> ; <i>Motorcycle Safety</i> ; <i>Click It or Ticket</i> ; <i>You Drink & Drive You Lose</i> ; <i>Child Passenger Safety</i> ; <i>Fall Teen Seat Belt</i> ; <i>Holiday impaired driving</i> ; All quarterly impaired driving; <i>Battle of the Belt</i> . In 2009, a total of 56,085 spots were aired for all of the HS safety campaigns.
Partner and/or sponsor participation	Following partners participated: State Farm Insurance; ThinkFirst; American Family Insurance; Mizzou; Royals Baseball; Cardinals Baseball; MSHP; DOR; DHSS; FMCSA; FHWA; NHTSA
Pieces of traffic safety materials distributed in 2008= 477,107	In 2008, 477,107 pieces of safety materials were distributed. In 2009, there were 300,416 safety materials distributed.

Strategies	
Identified	Implemented
Serve as the point of contact for the media and the general public to field questions, conduct interviews, and provide information	Highway Safety staff and Missouri Coalition for Roadway Safety contacts as well as local and state law enforcement agencies are all equipped to field questions from the general public. Many of them conducted media interviews.
Conduct an attitude and awareness survey. The survey will contain questions on occupant protection, impaired driving and speeding	Questions were asked regarding seat belt usage, drinking and driving, and speeding. The data is aggregated by gender, age and location. The results are included in the 2011 Highway Safety Plan.

Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives	Several press conferences, media interviews and campaign kickoffs were scheduled during each of the campaigns in which Missouri participated.
Encourage the media to participate in campaigns by publicizing our messages	Press releases are sent prior to each campaign. Statewide and regional media events are held where the media is invited to attend during which the newsworthiness of the current campaign is discussed.
Publicize the services and resources of the Highway Safety Division to the general public through our Web sites at www.modot.mo.gov ; www.saveMOLives.com ; and www.saveMOyouth.com , in workshops, at conferences/exhibits, and through our materials	Services and resources are advertised on MoDOT's website. The Division printed over 320,072 brochures or educational pieces for distribution to the public through schools programs, law enforcement officers, hospitals, safety fairs, etc. This figure does not include the printed materials distributed at the state fair.
Develop, update and disseminate public information/promotional/educational materials and Web sites	Materials are updated as needed. The web site is consistently updated and made accessible and appealing to the general public.
Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers)	MoDOT participated in several traffic safety campaigns in the 2010 grant year, including "CPS for Law Enforcement" during Child Passenger Safety Week, "Click It or Ticket", and "You Drink & Drive. You Lose". In addition, the funds were used to pay for creative advertising and campaigns to reach Missourians with the messages regarding driving safely—occupant protection (including mature drivers), impaired driving, and work zone.
Maintain the youth-specific Web site, saveMOyouth, in a format that is fresh and appealing to teens/young adults	The saveMOyouth website was combined with the saveMOLives website during the fiscal year so that all safety information could be found in a consistent place.
Actively participate in the Missouri Coalition for Roadway Safety (MCRS) public information subcommittee in order to increase coordination, communication and cooperation among safety advocates statewide	MoDOT's Highway Safety Division actively participates in the Missouri Coalition for Roadway Safety public information subcommittee. The division reaches each region with campaign updates, incentive items, posters, website information, and advanced media information, for example, press releases and local media purchases for their region.
Promote and incorporate the ARRIVE ALIVE theme and logo developed by the MCRS	The Arrive Alive theme was developed and promoted and continues to be incorporated in all materials/advertisements/publications.
Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs	Campaign materials and other information are distributed to the MCRS regional coalitions. System Management Customer Relations staff work with each coalition to distribute posters or host regional events.
Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources	American Family Insurance and Missouri's College of Emergency Physicians sponsors the "Battle of the Belt" campaign to help get the safety message out.
Work with the Motor Carrier Safety Assistance Program, Safe Routes to School Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible	HSD worked with the Missouri Safety Center throughout the summer campaign which kicked off in April and went through August. Several press releases were sent out regarding motorcycle safety. Efforts are made to promote joint traffic safety issues whenever possible.
Give presentations and provide training to community groups, schools, etc. as available	Program staff made approximately 75 presentations regarding all safety issues including belt usage for older drivers, teens, etc. Child passenger safety courses are sponsored and or supported by the Highway Safety Division a minimum of six times per year.
Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues	All Highway Safety staff members serve on various committees such as Injury Prevention and Advisory Committee, School Bus Transportation, Partners in Prevention, MCRS Legislative Subcommittee, Impaired Driving Subcommittee, Motorcycle Safety Committee, Statewide Traffic Records Committee, Operation Lifesaver Council, and the Head Injury Advisory Council.
Promote law enforcement mobilization efforts: <i>Click It or Ticket</i> safety belt campaign; <i>You Drink & Drive. YOU LOSE</i> alcohol campaign; quarterly occupant protection and impaired driving mobilizations; <i>Operation Safe Teen</i> youth campaign (the enforcement portion of the	The HSD contracted with media agencies to promote the "Click It or Ticket" campaign and the "Drink & Drive. You Lose." campaign. Information was distributed to the law enforcement agencies that received grants that included a sample press release. Local and state law enforcement agencies conducted a number of media interviews.

<i>Never Made It</i> teen campaign)	
Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired driving)	HSD participated in the "National Impaired Driving" campaign. Funding was utilized for quarterly impaired driving buys that coincided with statewide sobriety checkpoints.
Support and promote MoDOT's <i>The Difference is You. DRIVE SMART</i> construction work zone public awareness campaign	The "Work Zone Awareness" campaign kicked off in April during Work Zone Awareness Week and throughout the summer months when construction projects increase.
Promote <i>Saved by the Belt</i> and <i>Battle of the Belt</i> programs	The program was advertised through news releases and newspaper articles.
Promote the <i>Seat Belt Convincer</i> , <i>Rollover Simulator</i> , and <i>SIDNE</i> educational programs to assure the units are used to reach as many people as possible	The MSHP gave convincer demonstrations and seat belt programs throughout the 2010 grant year. The HSD continues to work with the MSHP to assure the units are used to reach as many as possible.
Participate in the Missouri State Fair to educate the public on traffic safety issues and any modifications to traffic safety laws	Over 100,000 people visited the MoDOT building/exhibit during the Missouri State Fair and were educated on traffic safety issues and traffic safety laws (consistently about 70% of the total State Fair attendance).
Promote the cellular phone ICE program (In Case of Emergency) which is designed to assist first responders in rapidly identifying a crash victim's emergency contacts	Information about the ICE program was posted on the savemolives.com website, and a blog was posted on the site as well.

PROJECT TITLE:

Work Zone Awareness Paid Media

PROJECT NUMBER:

10-PM-02-3

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

This funding would contribute to MoDOT's annual awareness campaign and be used for media placement for television, radio and billboards.

PROBLEM IDENTIFICATION:

Work Zone awareness is especially important to employees of MoDOT and their families. It is important for all motorists to remember to look out for the workers on the highway and prevent tragedies due to inattention, speeding, etc. The annual Work Zone awareness week and summer campaign reinforces the message to motorists to slow down and Drive Smart in work zones.

GOALS AND OBJECTIVES:

Increase awareness of work zone safety
Decrease work zone fatalities

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The work zone awareness campaign kicked off in April during Work Zone Awareness Week and ran throughout the summer months when construction projects increase.

The paid media portion of the campaign included cable TV, radio, cinema, gas station and digital advertising.

Gas station advertising included 140 stations statewide and included gas pump toppers and window clings.

Cinema advertising included 24 theaters and 262 screens, delivering 1.2 million impressions.

We received 1,350 cable TV spots for the campaign and 8,120 radio spots on the Learfield Network. We received additional radio spots through the Cardinals and Royals radio stations. For the Royals network, we received 344 radio spots and 182 bonus billboard reads. For the Cardinals network, we received 272 radio spots.

The digital buy resulted in 36,061,897 impressions resulting in 13,422 clicks.

During the month of April, we held Operation Orange where we invited businesses to illuminate their buildings with orange lighting to raise awareness of work zone safety. Over 100 businesses or entities participated.

Five news releases were sent out during the campaign on work zone safety.

FUNDING:

402 / 20.600: 70,000.00

HS CONTACT:

Revee White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Impaired Driving PIE

PROJECT NUMBER:

10-154-AL-15

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

This grant would pay for media alerting the public to the enforcement efforts cracking down on impaired drivers in August for the You Drink & Drive, You Lose campaign, as well as quarterly enforcement efforts taking place throughout the state. Examples of items the money would be used for would include television ads, radio advertisements and online advertising.

We would also like to focus some advertising dollars during the holiday season, particularly mid-December, when impaired driving is more prevalent.

We will also be working with the regional office to create a youth campaign focused on impaired driving. The campaign will include paid media.

PROBLEM IDENTIFICATION:

Impaired driving continues to be a problem among motorists, many of whom don't realize how little of a substance it actually takes to affect driving skills and put themselves and all around them at risk.

In 2007, there were 7,780 alcohol-related traffic crashes killing 243 people and injuring 4,889 people.

Some contend that those drinking and driving are simply hurting and killing themselves. Of 2007 alcohol-related traffic crashes in Missouri, 36 percent of the fatalities and 43 percent of the injuries occurred to some other party involved in the crash -- not the drinking driver or pedestrian.

Many drunk drivers are under the age of 21. In 2006 there were 1,033 underage drivers involved in alcohol-related traffic crashes in Missouri.

Someone was killed or injured every 1.7 hours in an alcohol-related crash.

GOALS AND OBJECTIVES:

Inform Missourians about the dangers of impaired driving

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
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6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
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RESULTS:

"You Drink & Drive. You Lose" advertising ran Aug. 16-Sept. 5, 2010. The campaign included radio, cable television, cinema, digital and ice box advertising.

We received 5,625 total TV spots and 1,509 radio spots. The cinema buy ran on 22 theaters and 253 screens, delivering 411 million impressions. We wrapped 45 ice boxes across the state with vinyls containing the impaired driving message. This was estimated to receive 5.8 million impressions. The digital buy resulted in 19,394,398 total impressions resulting in 17,420 clicks.

For earned media, a statewide press release was sent out on the campaign and shell news releases were provided to all participating law enforcement agencies. In addition, three press conferences were held during August. Earned media resulted in 113 total articles about impaired driving, the campaign and enforcement.

In addition to the annual statewide campaign, we conduct advertising for the quarterly DWI mobilizations four times a year: holiday in December, St. Patrick's Day week, Cinco De Mayo week and Fourth of July week. Only radio advertising is purchased for these campaigns. For earned media, we provide shell news releases to all participating law enforcements. We also hold press conferences to kickoff the campaign.

FUNDING:

\$450,000.00

HS CONTACT:

Reeve White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Occupant Protection PIE

PROJECT NUMBER:

10-PM-02-1

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

In FY10, the Click It or Ticket program will continue to focus on those least likely to wear a seatbelt, namely males 18-34. An emphasis will be placed on those driving pickup trucks, a group with particularly low seatbelt usage compared to other drivers in Missouri. Funds will be used for paid media such as broadcast and cable television, radio and perhaps online advertising. Most of the media efforts would take place in May 2009.

We would like additional funding for the quarterly occupant protection enforcement periods, beginning November 2009. We would like something similar to what is currently run for impaired driving -- approximately one week of paid radio advertising.

PROBLEM IDENTIFICATION:

Drivers failing to buckle up face a much greater risk of injury or death in vehicle crashes. The seat belt use rate among Missouri drivers remains consistently below the national average: 76% use rate for Missourians, 83% for the national average. The seatbelt use in 2008 actually dropped 1.5% among Missouri drivers.

In 2007, an unbuckled driver faced a 1 in 32 chance of being killed in a car crash, while a buckled driver only faced a 1 in 1,294 chance of being killed in a crash.

- In 2008, 961 people were killed in traffic crashes.
- 69.5 percent of the vehicle occupants who died in traffic crashes in 2008 were not wearing a seat belt. (Note: This includes occupants in passenger cars, vans, SUVs, pickup trucks and large commercial trucks)
- In 2008, there were 459 occupants of cars, station wagons and vans killed in traffic crashes, and 63 percent of those killed were unbelted.
- In 2008 there were 173 pickup occupants killed in traffic crashes, and 84.3 percent of those killed were unbelted. In 2008, there were 112 SUV occupants killed in traffic crashes and 72.1 percent of those killed were unbelted.

GOALS AND OBJECTIVES:

Goal:

- 1) Increase awareness of Missouri's seat belt law
- 2) Raise awareness of upcoming enforcement efforts
- 3) Increase Missouri's seat belt usage rate

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
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6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

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- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

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RESULTS:

"Click It or Ticket" paid advertising ran May 24-June 5, 2010. Radio, cable television, broadcast news TV, cinema, truck billboards, and digital advertising were purchased.

We received 5,333 total spots on cable TV. One-hundred thirty-two spots on broadcast TV and 9,499 total radio spots. The digital portion of the campaign received 9,579,709 total impressions with a .09% click-through rate resulting in 8,506 clicks to the savemolives.com website. The cinema buy covered 35 theaters and 434 screens, delivering 775,000 total impressions. Outdoor advertising involved 20 truck billboards in Kansas City and St. Louis.

For earned media, a statewide news release was sent out about the campaign and shell news releases were provided to all participating law enforcement agencies. One hundred and fourteen news articles were found pertaining to the "Click It or Ticket" campaign and seat belt enforcement.

Social media venues were also used to inform Missourians about "Click It or Ticket" including a blog, Facebook and Twitter.

FUNDING:

402 / 20.600: 225,000.00

HS CONTACT:

Reeve White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Young Driver Paid Media

PROJECT NUMBER:

10-PM-02-2

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

A new youth campaign was created in FY09 and encourages youth to 'Get Your Buckle On.' The campaign featured a seat belt dance contest and also include an original song that was featured in TV and radio spots. The campaign has its own Web site at getyourbuckleon.com where videos are uploaded.

We would also like to have funding in place to advertise the winning PSA from the 2009 Battle of the Belt competition in late September. The PSA contest is an avenue to get youth involved in peer-to-peer messaging.

PROBLEM IDENTIFICATION:

The highest cause of death of youth ages 15-20 is from traffic crashes. Many of these youth are driving without their seat belt. In Missouri, teen seat belt use is especially low at 62 percent.

Of all 2007 Missouri traffic crashes, 27.7 percent involved a young driver (under age 21). Of all fatal traffic crashes, 19 percent involved a young driver.

In the past three years 2005-2007, eight out of ten teens killed in traffic crashes were not wearing a seat belt.

It is vital to reach these youth with a strong and convincing safety message.

This group is also more likely to be online than viewing television commercials, so funding is needed to continue to explore new and upcoming online media options, such as teen internet games. Viral marketing will continue to be explored as well.

GOALS AND OBJECTIVES:

Encourage Missouri youth to buckle up
Increase teen seat belt usage rate

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

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RESULTS:

Teen seat belt use increased by 5 percent from 2009 to 2010.

The teen seat belt campaign was held from March 8-28, 2010. Radio, cable and digital advertising was purchased. The cable buy included 6,518 total spots. The radio buy included 1,896 total spots. The digital buy served 6,366,356 total impressions with a .15% click-through rate resulting in 9,796 clicks to the getyourbuckleon.com website. In addition, 1,830,667 impressions were delivered through Xbox live online gaming ads.

A statewide news release was sent out about the campaign in March. Shell news releases were also provided to all law enforcement agencies participating in the seat belt enforcement efforts.

FUNDING:

\$220,000.00

HS CONTACT:

Revee White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

MISCELLANEOUS

(Rail Safety, Bicycle/Pedestrian Safety, Section 2010 Motorcycle Safety, Safe Communities)

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or disabling injuries at a considerably greater rate than other traffic crashes. In the 2006 national rankings of the 50 States, DC and Puerto Rico, Missouri ranked 8th of the ten best in the nation – Missouri's motorcycle helmet law has undoubtedly had an impact on the relatively low motorcycle fatality rate per 100,000 population.

Of the 508,470 traffic crashes in 2006-2008, 0.6% resulted in a fatality and 3.7% involved someone being seriously injured in the incident. During the same period, there were 6,895 traffic crashes involving motorcycles. In these incidents, 3.9% (266) resulted in a fatality and 26.7% (1,838) resulted in someone being seriously injured in the crash. These figures demonstrate the overrepresentation of motorcycles in fatal and serious injury crashes.

Many Missourians rely on non-motorized means of transportation such as walking and bicycling. Both of these modes have the ability to provide physical and health benefits, but they also have the potential for serious or fatal injuries in the event of a crash. Crashes involving pedestrians and bicyclists do not occur in extremely large numbers (0.9% and 0.4% of all crashes, respectively) but when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater.

Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety; however, the motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users. This is especially true since many pedestrians and bicyclists are children who often lack the knowledge or skills to interact safely in traffic.

Pedestrians

For the period 2006-2008, there were 249 fatal pedestrian-involved crashes and 917 disabling injury pedestrian-involved crashes. During that 3-year period, of the 254 persons killed in pedestrian involved crashes, 249 (98.0%) were the pedestrians. Of the 995 seriously injured in pedestrian involved crashes, 953 (95.8%) were the pedestrians.

Bicyclists

For the period 2006-2008, there were 23 fatal bicycle-involved crashes and 237 disabling injury bicycle-involved crashes. For that same 3-year period, of the 24 persons killed in bicycle-involved crashes, all were the bicyclists. Of the 250 persons seriously injured in bicycle-involved crashes, 242 (96.8%) were the bicyclists.

BENCHMARKS

Established	Result
To decrease motorcyclist fatalities by 2 percent annually to: <ul style="list-style-type: none"> • 105 by 2009 • 103 by 2010 • 101 by 2011 • 99 by 2012 <ul style="list-style-type: none"> • Number of 2008 motorcyclist fatalities = 107 	In 2008 there were 107 motorcyclist fatalities. In 2009, there were 84 motorcyclist fatalities, a 21% decrease.
To decrease unhelmeted motorcyclist fatalities by one per year (does not include fatalities where helmet use was "unknown"): <ul style="list-style-type: none"> • 12 by 2009 • 11 by 2010 • 10 by 2011 • 9 by 2012 <ul style="list-style-type: none"> • Expected 2008 unhelmeted motorcyclist fatalities = 13 	In 2008, the number of unhelmeted motorcyclist fatalities was 13. In 2009, there were 16, a 23% increase.
To decrease fatalities involving motorcycle operators with .08 BAC or above by one fatality annually: <ul style="list-style-type: none"> • 27 by 2009 • 26 by 2010 • 25 by 2011 • 24 by 2012 <ul style="list-style-type: none"> • 2008 fatalities involving motorcycle operators with .08 BAC or above = 28 	In 2008, fatalities involving motorcycle operators with .08 BAC or above was 28. In 2009, there were also 28.
To decrease one pedestrian fatality annually to:	There were a total of 66 pedestrian fatalities in 2008. In

<ul style="list-style-type: none"> • 65 by 2009 • 64 by 2010 • 63 by 2011 • 62 by 2012 <p>• 2008 pedestrian fatalities = 66</p>	2009, there were 71 fatalities, an increase of 18%.
<p>To decrease the five year (2004-2008) bicyclist fatality average by one to:</p> <ul style="list-style-type: none"> • 5 by 2009 • 4 by 2010 • 3 by 2011 • 2 by 2012 <p>• 2008 bicyclist fatalities = 6</p>	The five year bicyclist fatality average was 6 in 2008. In 2009 there were 2 fatalities, bringing the five-year average to 6.4.

Strategies

Identified	Implemented
Continue support for the Missouri Motorcycle Safety Program administered by the Missouri Safety Center at UCM	The Highway Safety Division continues to work with the Missouri Safety Center at UCM on the MMSP program to provide statewide awareness/education in order to decrease motorcycle fatalities/injuries in Missouri.
Continue to provide motorcycle rider education statewide in order to train 4500 riders annually	A total of 4,511 riders were trained in 2010.
Conduct a minimum of two RiderCoaches (Instructor) Preparation courses per year over the next five years in order to train and expand base of certified motorcycle RiderCoaches	Due to low demand, there was one course scheduled in 2010. Another course is scheduled in 2011.
Actively participate in Missouri's Motorcycle Safety Committee	There were three meetings held in the 2010 grant year that Highway Safety staff attended and actively participated. Additional meetings are planned during the next fiscal year.
Distribute NHTSA's <i>Fake Helmets, Unsafe on Any Head</i> to law enforcement agencies, conduct training through LETSAC on detecting the use of non-compliant helmets, and encourage aggressive enforcement of Missouri's helmet law (DVDs are now available and are being distributed)	Currently working on creating a law enforcement tool to use for enforcing Missouri's Motorcycle Helmet Law. We plan to create a laminated card for distribution to Missouri law enforcement agencies with information specific to Missouri law and how to identify non-compliant helmets.
Distribute NHTSA's <i>Detecting DWI Motorcyclists</i> to law enforcement agencies, conduct training through LETSAC on detecting DWI motorcyclists, and encourage aggressive enforcement while riding impaired	HSD focused on impaired driving for all motorists including motorcyclists. All vehicle types were included in mobilizations and trainings.
Continue to work with eligible entities that are seeking approval to become training providers in order to expand motorcycle training capacity (in identified area of need)	Efforts continue to work with entities to become training providers in an effort to expand motorcycle training on a statewide basis.
Continue to search for suitable locations for permanent training sites to expand motorcycle training capacity in order to accommodate training within 50 miles of any Missouri resident	The effort continues but no additional training sites were established in 2010 due to reduction in demand.
Continue to encourage motorcycle groups and motorcycle dealerships to promote formal motorcycle rider education	Pamphlets were produced in 2009 and are still distributed to organizations and dealerships.
Work with MoDOT to evaluate signage that may be of safety benefit to motorcyclists entering work zones and where conditions are particularly hazardous to motorcycles	Yard signs, window clings and tickets that read "Watch for Motorcycles" were distributed to raise motorcycle safety awareness.
Continue to educate the general public, legislature, law enforcement community, and others about the benefits of Missouri's universal all rider helmet law.	T-shirts with this safety awareness message were purchased and worn at the Missouri State Fair in the Highway Gardens where an estimated 10,000 people visited. Also, HS staff is currently in the process of creating a law enforcement tool to use for enforcing Missouri's Motorcycle Helmet Law. The laminated card will be distributed to Missouri law enforcement agencies with information specific to Missouri

	law and how to identify non-compliant helmets.
Implement, where possible, recommendations documented in the statewide motorcycle assessment conducted in April of 2009	Recommendations are implemented as time and resources allow.
Serve on the MoDOT Bicycle and Pedestrian Advisory Committee (BPAC)	The Safe Routes to School Coordinator serves on the Bicycle and Pedestrian Advisory Committee.
Administer Safe Routes to Schools grants through the highway safety division to improve walking, biking and wheeling conditions for children getting to and from school — 29 noninfrastructure projects and 27 infrastructure projects were awarded in 2008 in addition to \$93,750 programmed for mini-grants that support “Walk to School” and “Walking School Bus” events	In May 2010 the Safe Routes to Schools program awarded 34 noninfrastructure grants for a total of \$581,783. The Safe Routes to Schools Coordinator position is no longer located within the Highway Safety office; the position was transferred to the Design Division within MoDOT in the Spring.
Educate the motoring public on sharing the road safely with pedestrians and bicyclists, as well educate pedestrians and bicyclists on safety interacting with motor vehicles.	The Cape Girardeau Safe Communities estimated it reached 1,125 participants through presentations.
Purchase helmets for distribution at exhibits and for school/local safety awareness programs	<p>The Cape Girardeau Safe Communities provided four presentations and 150 helmets. Presentations were conducted at the Caruthersville Community Center, Charleston PTA, Ms. Martha’s Pre-School and Cape Family Resource Center Summer Camp.</p> <p>Fifty-two bike helmets were given out at the Southeast Missouri Emergency Room from ENCARE.</p>
Conduct bicycle safety events/awareness programs at the local level utilizing the Safe Communities programs and the <i>Blueprint</i> regional coalitions	The Jackson Noon Optimist (Cape Girardeau Safe Communities) conducted 4 Saturday safety trainings at the Safety City located in the Jackson City Park. Each training included bicycle and pedestrian safety instruction by a police officer and optimist volunteers. Participants received a bicycle helmet and additional safety materials. Approximately 230 children were served through this project.

PROJECT TITLE:

Motorcycle Safety Program

PROJECT NUMBER:

10-K6-12-1

PROGRAM AREA:

12

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

May is Motorcycle Safety month. May-October also months associated with a high number of motorcycle riders. During this time, we will utilize paid media to encouraging motorists to look out for motorcyclists as the weather warms up and more motorcyclists than ever are out on Missouri roads.

PROBLEM IDENTIFICATION:

Missouri motorcyclist fatalities have steadily increased over the past decade. In fact, even though traffic fatalities as a whole are down in Missouri, motorcycle fatalities have nearly doubled in Missouri since 2004.

In 2008, there was a 13 percent increase in fatalities from 93 in 2007 to 107. An astonishing 80 percent of motorcycle crashes result in injury or death. Missouri wants everyone on Missouri roads to look out for each other and Arrive Alive.

99% of the people who died in crashes involving a motorcycle on Missouri roads were the motorcyclist.

GOALS AND OBJECTIVES:

Encouraging motorists to look out for motorcyclists as the weather warms up and more motorcyclists than ever are out on Missouri roads.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The motorcycle safety campaign ran throughout the summer when motorcycle riding increases. The paid advertising purchase included radio and digital advertising.

The digital buy generated 21,616,742 impressions resulting in 3,864 click-throughs to the saveMOlives.com website. The radio buy included 5,870 total radio spots.

A statewide news release was sent out about the campaign and we received 43 news articles for earned media.

In addition, we purchased yard signs, window clings and tickets that read "Watch for Motorcycles" to distribute and raise awareness of motorcycle safety. We also purchased shirts to distribute. These shirts were also worn at the Missouri State Fair in the Highway Gardens where we receive an estimated 10,000 visitors.

FUNDING:

\$176,434.80

HS CONTACT:

Reeve White
P.O. Box 270
1320 Creek Trail Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

Team Spirit

PROJECT NUMBER:

10-SA-09-3

PROGRAM AREA:

09

JURISDICTION SIZE:

35,596

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

Statewide

AGENCY NAME:

Cape Girardeau Safe Communities

AGENCY CONTACT:

Ms. Sharee Gainore

PROJECT DESCRIPTION:

Project Description

Team Spirit was developed and demonstrated by the Pacific Institute for Research and Evaluation under a cooperative agreement with the National Highway Traffic Safety Administration and the Office of Juvenile Justice and Delinquency Prevention.

Missouri's Team Spirit is a carefully developed three-day summer training program for students and their advisors. Team Spirit is designed to develop natural leadership skills, and to explore knowledge, attitudes and behavior related to underage drinking, drinking and driving, driver inattention, speeding and lack of safety belt use, and to promote prevention and alternative activities. The program has the potential to have a positive effect not only on the participants, but also on their schools and communities.

The teams attending the training develop an "Action Plan" to implement upon returning to their school. Action Planning includes the identification of specific traffic safety related problems, goals and objectives to address the problems, and a time and task chart which outlines how the team members will actually meet their goals and objectives by implementing selected projects.

A teen staff member facilitates each school team through the Action Planning Process. A mandatory staff training is held 2 months prior to the conference. This training provides the staff with the opportunity to review the action planning process, conference agendas, and team assignments as well as to volunteer for various conference tasks.

Two training conferences are held each summer, one in southeast and one in central Missouri. A third training conference is held in January in the Kansas City area. However, these trainings are made available to all Missouri School Districts. Each training is limited to no more than 12 teams with 10 students and 2 advisors per team. Letters, brochures and pre-conference registration materials are sent to school Superintendents, Principals, Counselors and special group advisors. Follow-up phone calls and pre-site visits are made to offer additional information, answer questions and to motivate and encourage teams to attend.

Team Spirit Reunion is held once per year in Jefferson City. This one and one half day training is offered to all trained Team Spirit teams. This training serves as a re-motivator and energizer to teams and encourages them to continue to action plan to address traffic safety concerns at their schools.

PROBLEM IDENTIFICATION:

Problem ID

A young driver's inexperience combined with extreme risk taking behavior has tragic consequences:

- Young drivers (under 21) are overrepresented in traffic crashes in proportion to the number of licensed drivers. Young drivers comprise 10 percent of the licensed drivers and are involved in 30 percent of the traffic crashes.
- In 2007 a total of 185 people were killed and 17,247 people were injured in Missouri traffic crashes involving young drivers.
- A 2008 statewide seat belt survey among high school students revealed a usage rate of only 62%. The overall statewide usage rate is 76%.
- One person is killed or injured every 30 minutes in a traffic crash involving a young driver.

GOALS AND OBJECTIVES:

To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Twenty high school teams participated in the 2010 Team Spirit Leadership Program and completed Action Plans for their schools. These Action Plans were implemented during the 2009/2010 school year. In addition, nine high schools from MoDOT District 10 participated in a one day Regional Team Spirit Workshop.

Following is a list of schools that participated in the trainings:

Cape Girardeau
Drury Lodge
July 25th - 27th, 2010

Campbell High School-Campbell, MO (Dunklin, Co.)
Cape Central High School-Cape Girardeau, MO (Cape Girardeau Co.)
Fredericktown High School-Fredericktown, MO (Madison Co.)
Jackson High School-Jackson, MO (Cape Girardeau Co.)
Marion County High School-Philadelphia, MO (Marion, Co.)
Meadow Heights High School-Patton, MO (Bollinger Co.)
Notre Dame High School-Cape Girardeau, Mo. (Cape Girardeau Co.)
Scott City High School-Scott City, MO (Scott Co.)
Campbell South Pemiscot High School-Campbell, MO (Pemiscot Co.)

Kansas City
Adams Pointe Conference Center
July 29th - 31st, 2010

Joplin High School-Joplin, MO (Jasper Co.)
Camdenton High School-Camdenton, MO (Camden)
St. Mary's High School-Kansas City, MO (Jackson Co.)
Liberty High School-Liberty, MO (Clay Co.)
Carthage High School-Carthage, MO (Jasper Co.)
Sarcozie High School-Sarcozie, MO (Jasper Co.)
Ruskin High School-Kansas City, MO (Jackson Co.)
Cassville High School-Cassville, MO (Barry Co.)
Sheldon High School-Sheldon, MO (Vernon Co.)
Blair Oaks High School-Jefferson City, MO (Cole Co.)

MoDOT District 10
One Day Regional Team Spirit Workshop)
March 30, 2010

Schools participating:

New Madrid
Twin Rivers
South Pemiscot
Fredericktown
Meadow Heights
Kelly
Woodland
East Prairie
Scott City

The objectives for increasing the participant's knowledge of traffic crashes and the law, choices and consequences, learning the Action Plan Process, learning strategies for prevention and intervention, leadership, social and organizational skills, were met through the following workshops and daily team time for developing action plans.

Team Spirit participants attended ten workshops or presentations during the conference as listed below:

Keynote Address - Dr. Tim Crowley
Marketing Your Plan - MoDot Community Relations
The "Convincer" - MSHP
Team Building - TSgt. Jason Henke, MO National Guard
P.A.C.E. Car - Fatal Vision/DWI
Learning your "True Colors" - Bob Parr & Kate Schnurr

MSM with Dance and Drums - Bob Parr
Teen Tragedy - Pam Holt
Mock DWI Docu Drama Presentation with Speaker - Ashton May
Team Building - "Whale of a Good Time" - Bob Parr
Action Plan Process
Think First Presentation - Penny Lorenz
Advisors Workshop - Dr. Tim Crowley

A Team Spirit Reunion was held in Jefferson City on March 1st and 2nd, 2010 at the Capitol Plaza Hotel. Nine previously trained Team Spirit Teams participated in the Reunion. Please see list below.

Blair Oaks
Camdenton
Farmington
Fatima
Iberia
Lutie
Naylor
New Madrid
Sarcoxi

One additional Conference was planned for Kansas City in January of 2010. The Conference was canceled due to inclement weather.

FUNDING:

\$105,461.30

HS CONTACT:

Carrie Wolken
P.O. Box 270
2211 St. Mary's Blvd.
Jefferson City, MO 65102
1-800-800-BELT

PROJECT TITLE:

Safe Communities Program

PROJECT NUMBER:

10-SA-09-4

PROGRAM AREA:

09

JURISDICTION SIZE:

220,000

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Ozark Technical Community College

AGENCY CONTACT:

Director Dana Patterson

PROJECT DESCRIPTION:

- 1) Traffic Crash Assessment-- Evaluate the type, severity and frequency of traffic crashes in the Springfield area using the state and local traffic crash data.
- 2) Partnership development--Recruit local partners with a vested interest in reducing traffic crashes and encourage them to participate in the Safe Communities Program. These programs will include at a minimum: local and state government agencies, MCRS Springfield Regional Coalition, law enforcement agencies, educational institutions, the health care community, businesses, service organizations, the faith community and concerned safety advocates. The professionals representing these organizations will contribute their expertise in order to create a more effective intervention for the entire community.
- 3) Resource support--In addition to Highway Safety grant funds, the community will invest its own resources by fostering ownership and building a foundation to support extensive on-going injury prevention programs.
- 4) Localized coordinated effort--Community Safety Specialist and the Ozarks Technical Community College will:
 - a) Be responsible for daily operation of the Springfield Safe Community Program. The direct supervisor of the Community Safety Specialist shall be the Ozarks Technical Community College, Continuing Education Director.
 - b) The Community Safety Specialist will maintain communication with appropriate leaders in the Springfield area, Missouri Department of Transportation, Highway Safety Division and other project managers in the southwest area.
 - c) The Community Safety Specialist will assist in timelines of project tasks/activities as well as making sure evaluation components are met.
 - d) Ensure adequate levels of support for the individual programs and functions being conducted though the separate but related projects.
 - e) Maintain accurate records and reports as directed by the Ozarks Technical Community College and MoDOT, HSD.
 - f) Travel, as required, for training, education, technology transfer, discussions with outreach groups and coordination with MoDOT, HSD.
 - g) Participate in the MCRS Springfield Regional Coalition and keep the Coalition up to date on activities and programs conducted by the Community Safety Specialist.
 - h) Participate in the local Springfield Safe Kids Coalition, and serve as senior car seat technician for events.
 - i) Assist OTCC with traffic safety prevention education programs.
 - j) Participate in the Older Driver Campaign with MoDOT (DriveWell & CarFit Programs).
 - k) Provide materials and videos whenever needed to area public or private schools and/or businesses.
5. Conduct the following traffic safety programs:
 - a) Minimum of 10 drinking and driving educational programs
 - b) Minimum of 10 occupant protection educational programs
 - c) Minimum of 5 bicycle safety educational programs
 - d) A community-wide bicycle safety event for Christian County
 - e) Several small bicycle safety events for Greene County
 - f) Minimum of 6 community-wide car seat events with various partners
 - g) Minimum of one certifying child passenger safety technician training

PROBLEM IDENTIFICATION:

The City of Springfield lies in the southwestern part of the State of Missouri, about 50 miles north of the Arkansas border and just 45 miles north of the major tourist and entertainment destination of Branson, MO. The city is home to six large colleges & universities: Missouri State University; Ozarks Technical Community College; Baptist Bible College; Central Bible College; Drury University and Evangel University. Springfield is served by Interstate 44 that leads to St. Louis to the east and Joplin to the west. Other major highways served by the city include U.S. Route 60, 65, 160 and State Highway 13. Springfield is the county seat of Greene County and serves as the foremost center for shopping, employment and health care for many people who live in Greene and neighboring counties.

The City of Springfield consistently ranks in the top ten percentile of fatal and personal injury crashes. A statewide analysis compiled for 2005-2007 indicated that Springfield ranked 3rd out of all Missouri cities for fatal crashes and 4th for major disabling injury crashes. Springfield ranked 3rd in crashes involving impaired driving under the age of 21, 3rd in alcohol-related crashes over the age of 21, and 3rd for speed involved crashes. In 2007, Springfield had a total of 7842 crashes resulting in 18 fatalities and 2022 personal injuries. Of those crashes, 284 involved alcohol.

Based on census data, older adults (age 65 and above) are the fastest growing segment of the population. Greene County experienced a 6 percent increase in the 65+ age group from 2000-2005, while neighboring counties increased 26 percent. This increase has corresponded with an increase in older driver involvement in fatal crashes. In Greene County, fatal crashes involving older drivers as a percentage of all fatal crashes is higher than the state average (19.7 percent compared to 15.7 percent, respectively). The challenge exists to assist the aging population and their desire to be mobile and maintain their independence while still being safe drivers, not only for their own protection but for the safety of other drivers and pedestrians.

Another area of concern is for the motorcyclists in the Springfield metropolitan area that includes Greene, Christian and Webster Counties. In 2007, 91 motorcyclists were killed and another 715 were seriously injured in the State of Missouri. Springfield serves as one of only three active motorcycle safety education site sponsors for the entire southwest Missouri area. The Springfield site will provide training to approximately 350 students for the 2009 season, while running two range locations. This program is critical in this community, especially with the increased number of motorcycle riders and military personnel, in order to meet the training needs for the general public and the military bases. Countless stories have been told about how this program has saved their lives.

The Ozarks Technical Community College (OTCC) has hired Lori Minor as the Community Safety Specialist to assist with health and safety issues as a match for time and salary. Other duties that have been assigned to the position are the AED Center of Excellence and coordinating the motorcycle safety program. All projects will be focused around health and safety of the community of Greene, Christian and other surrounding counties covered by OTCC.

GOALS AND OBJECTIVES:

Goal: Develop, initiate and maintain various approaches that heighten awareness of traffic safety problems in order to modify driver and pedestrian behavior in Greene County and the surrounding counties, ultimately reducing deaths and injuries resulting from traffic crashes by 2%.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
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3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
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 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
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Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

Focus needed for the next grant year. Outreach counties to make sure OTCC, Community Safety Specialist cover or provide resources for future programs.

Local traffic data and input from our regional Blueprint Coalition.

RESULTS:

Most of the objectives of the program have been met.. Due to relocating the Safe Communities Program from the City of Springfield to the Ozarks Technical College, the first three months of the grant cycle were slow but has since recovered and is fully meeting the goals and objectives of the program.

The program conducted 9 safety-belt and drinking and driving-related programs reaching 873 people, missing the goal by one program.

Five bicycle and pedestrian safety-related programs were presented to parents & children reaching 716 people. We meet our goal of five programs and were able to fit and give 371 helmets to kids. Four bicycle rodeo events in Greene County, as well as, one county-wide event was conducted for Christian County.

Eight Child Passenger Safety seat events were conducted. Through those checks and individual appointments, a total of 261 seats were checked with 13 given to families in need. Programs were presented to parents and children regarding CPS reaching 1,575.

One Child Passenger Safety Technician class was conducted, training 6 students. A CPS Update class providing four CEU credits was conducted training 30 Technicians from all over the State of MO.

Ozarks Technical College as the Community Safety Specialist is an active member and partnering agency in most of the events of the Springfield Safe Kids Coalition. Lori Minor was chosen to be the bicycle/pedestrian safety committee co-chair and also Vice President on the board.

Ozarks Technical Community College, in partnership with MoDOT Region 8 and the MO State Highway Patrol Troop D, trained 222 students on motorcycle safety through October 31, 2010. There were 201 students that completed either the Experienced or Beginner Riders Courses. By the instructors failing, sending away, or the student realized riding is not for them, 21 lives may have been saved. There are three more classes scheduled this calendar year resulting in approximately 30 educated riders. Quality training and educational materials were provided to the community upon request.

TOTAL PEOPLE REACHED DURING 2009-2010 GRANT YEAR: 3,513

FUNDING:

\$42,032.42

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Cape Girardeau Safe Communities Program

PROJECT NUMBER:

10-SA-09-1

PROGRAM AREA:

09

JURISDICTION SIZE:

35,596

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Cape Girardeau Safe Communities

AGENCY CONTACT:

Ms. Sharee Galnore

PROJECT DESCRIPTION:

The Cape Girardeau Safe Communities (CGSC) Program provides traffic safety prevention strategies to the citizens of Cape Girardeau in order to reduce death and injury from motor vehicle crashes.

The CGSC Advisory Committee is comprised of representatives from approximately 25 local businesses and organizations from both the public and private sector. These include: law enforcement agencies, the medical community, schools, businesses, and local coalitions. Two full-time coordinators and one part-time clerical assistant administer the program. Sub-committees address identified programmatic concerns.

PROBLEM IDENTIFICATION:

Traffic Crashes

Motor vehicle crashes are the leading cause of death for Missourians ages 1 through 24. These deaths are both predictable and preventable and should not be accepted by our society. Cape Girardeau ranks among the top cities in Missouri for motor vehicle crash incidents. In 2008, the City of Cape Girardeau had a total of 1756 traffic crashes—of those, 2 were Fatal crashes and 196 were Personal Injury crashes. The most serious crashes are broken down as follows: Alcohol-Related - 42; Speeding - 180.

Law enforcement efforts alone cannot bear the responsibility of reducing traffic crashes. In order to effectively reduce traffic crash injuries and deaths, ongoing educational and public awareness efforts must be maintained to complement the enforcement activities.

Occupant Protection

Drivers and passengers who fail to use safety belts and/or child safety seats are a significant concern. Proper use of occupant restraint systems has the ability to mitigate the seriousness of injury in a crash. A seat belt survey of this area in September 2008 found the usage rate to be 77%.

Each year more children are born and older children graduate to booster seats. It is critical these children are riding in properly installed seats that are fitted to their age and size. Many of their parents purchase seats, but then need assistance with installation. Annually, the Safe Communities program services at least 125 parents/caregivers who are seeking such help. There is also an underserved segment of these parents/caregivers that cannot afford child safety seats without assistance.

Red Light Running/Stop Sign Violations

Drivers who fail to obey traffic signals and stop signs pose a dangerous threat to motorists traveling through intersections in the City. Education and enforcement of these traffic laws will potentially reduce this risk. In 2008 there were 171 citations issued for red light running and 367 citations for failure to stop at a stop sign.

Young Drivers

Teenagers come of age and acquire their driving permit and eventually full licensure. These teens must receive adequate information on the rules of the road, Missouri's traffic and licensing laws, and the consequences of driving in an unsafe manner. The most serious traffic safety concerns affecting teens are inattention, underage drinking, and lack of safety belt use. With young drivers, this must be an ongoing educational effort that is coupled with enforcement.

Young Children

Children co-mingle with traffic as they ride bicycles, walk, or ride school buses. They must be taught proper traffic safety practices because they are so vulnerable.

Safe Routes To Schools (SRTS)

Parents concern for their children's safety includes their perceptions of the safety of walking to school. Parents will not encourage or even allow their children to walk if they perceive it being too dangerous. Neighborhood sidewalks are limited and often have gaps or obstacles that make it necessary to walk in the traffic lanes. Some progress has been made by the City to provide new sidewalks but more needs to be done. In addition, there is a declining number of children walking to school leading to more inactivity which contributes to childhood obesity. According to the Centers for Disease Control and Prevention (CDC) overweight children and adolescents are a serious health concern. From 1976 to 2004, the prevalence of overweight and obesity tripled from 6.5% to 18.8%. Another huge contrast is that in 1969, 42% of children walked or bicycled to school now fewer than 16% do.

Older Drivers

Older drivers are defined as those aged 65 and over. The US Census Bureau has indicated that this age group is the fastest growing segment of the population, and estimates that by the year 2020, the number of older drivers will have doubled. Cape Girardeau County experienced a 5.8 percent increase in the 65+ age group from 2000-2005 compared to the overall statewide increase of 3.8 percent.

As people age, certain health issues and physical changes occur that affect their driving ability. Hence, the growth in this population group has also corresponded with an increase in older driver involvement in fatal crashes. The challenge lies in assisting the aging population in their desire to be mobile and maintain their independence while still being safe drivers, not only for their own protection, but for the safety of other drivers and pedestrians as well. It is imperative to plan for this growth and educate these drivers now.

Community-wide Efforts

Many accomplishments have been made through the programs that are coordinated by the Cape Girardeau Safe Communities Program (CGSCP). Over the years, the CGSCP has served as the forerunner in initiating programs such as

ThinkFirst, Young Traffic Offender Program, Safe Kids Coalition, Mothers Against Drunk Driving, Safe Routes To School and Older Driver Program. These programs are now self-sustaining which is a testament to the overall success of the program.

The most effective method of reaching the general population is through a continuous bombardment of traffic safety messages and programs available at the local level. It is imperative that resources be coordinated in order to provide the much-needed educational and public awareness activities.

The routine office duties (answering the phonecalls, handling paperwork for the Safe Communities Program, Cape Girardeau Police Department grants, Team Spirit Project and Child Passenger Safety Program, plus scheduling the child safety seat checks, Vince and Larry the Crash Car Dummies, handling of Buckle Bear, Older Driver Program events and working with Safe Routes To School Project) continue to place a great demand on the program. During three-fourths of the year, work with three Team Spirit Conferences and the Team Spirit Reunion make it necessary to put in many additional hours just to keep things on schedule. The Older Driver Program, through the Safe Communities Program, will continue to schedule CarFit Events May through October. This also is an extremely busy time with Team Spirit and the Child Passenger Safety Program. The clerical duties once performed by the coordinators has been alleviated by the clerical assistant position which has grown into a program assistant position as well. The Cape Girardeau Safe Communities Program benefits greatly from this addition.

GOALS AND OBJECTIVES:

OCCUPANT PROTECTION

Goal #1: Increase the local seat belt usage rate of 77% by 2% by September 2010.

Strategies:

- a) Conduct two local safety belt observational surveys to assess the usage rate (at the beginning and end of the contract period at the same location);
- b) Support local programs to increase overall safety belt usage (ThinkFirst, ENCARE, Safe Kids, Optimists Clubs, etc);
- c) Promote and enhance the African-American Churches Call to Safety Program in the west quadrant of the city to increase usage among the minority population;
- d) Provide pre-school and elementary school educational programs (Buckle Bear, Vince & Larry, etc).

Goal #2: Increase and maintain seat belt use by high school students within the city and surrounding area.

Strategies:

- a) Support/conduct the statewide Battle of the Belt project at high schools in the MCRS Region 10;
- b) Participate in other statewide efforts to increase teen belt use (e.g., Restrain Yourself);
- c) Encourage local high schools to participate in Team Spirit Leadership Training and Reunion; support and maintain existing local teams;
- d) Provide support to local programs that promote safety belt use (ThinkFirst, ENCARE, etc);

Goal #3: Ensure that as many children as possible are properly restrained in correctly installed child safety seats/booster seats (In 2008, over 125 seats were checked)

Strategies:

- a) Conduct two Child Passenger Safety Technician Training classes;
- b) Provide support to local programs that educate children and their parents/caregivers (ThinkFirst, ENCARE, Safe Kids, Optimists Clubs, etc);
- c) Provide child safety seats to the underserved population;
- d) Provide education and information on the importance of using child safety seats and the proper installation of such seats;
- e) Maintain local fitting stations within the community and surrounding area (physical locations at the Cape Girardeau Police Department, Southeast Missouri Hospital, and Jackson Fire Department);
- f) Coordinate efforts throughout MoDOT District 10 to maintain the 25 Child Passenger Safety fitting stations established over the past four years.
- g) Provide pre-school and elementary school educational programs (Buckle Bear, Vince & Larry, etc).
- h) Serve as the MCRS Region 10 child safety seat program liaison to the MoDOT Highway Safety division.
- i) Serve on the National Child Passenger Safety Board.

REDLIGHT RUNNING/STOP SIGN VIOLATIONS

Goal #1 Educate the community of the serious consequences of red light running and stop sign violations.

Strategies:

- a) Educate the community on red light running hazards by obtaining media coverage for the program.
- b) Support news coverage of the program with targeted enforcement by community law enforcement agencies.
- c) Foster CGSC coalition red light running education efforts, in conjunction with local law enforcement and medical community representatives, in businesses, schools, and community organizations.

YOUNG DRIVERS

Goal #1: Increase and maintain seat belt use by high school students within the City and surrounding area.

Goal #2: Provide education and awareness programs along with materials on underage drinking and driving, speeding, and other risky driving behaviors to the high school students in the surrounding area.

Strategies:

- a) Encourage local high schools to participate in Team Spirit Leadership Training and Reunion; support and maintain existing local teams;
- b) Provide support to local programs that promote positive traffic safety behaviors (ThinkFirst, ENCARE, etc);
- c) Coordinate and/or provide support for junior high and high school educational programs (Docudramas, Every 15 Minutes, Fatal Vision Goggles);
- d) Provide resources and support for the Prevention and Community Education (PACE) Car and take the program into the schools as requested;
- e) Coordinate statewide Team Spirit Training;
- f) Endorse and promote the Young Traffic Offenders Program (YTOP) that is aimed at reducing crashes caused by young drivers.

YOUNG CHILDREN

Goal #1: Reach young children to formulate good traffic safety habits through a majority of the ten local elementary schools

and local safety events

Strategies:

- a) Serve on the statewide Safe Routes To School Advisory Board and submit local grant application for City of Cape Girardeau/Cape Girardeau School District;
- b) Provide support to local programs that educate children and their parents/caregivers on traffic safety issues relating to young children such as bicycle safety, pedestrian safety, occupant protection, and school bus safety (ThinkFirst, ENCARE, Safe Kids, Optimists Clubs, etc);
- c) Provide education and information on the importance of using booster seats and maintain local fitting stations within the community and surrounding area (physical locations at the Cape Girardeau Police Department, Southeast Missouri Hospital, and Jackson Fire Department);
- d) Provide pre-school and elementary school educational programs (Buckle Bear, Vince & Larry, etc).
- e) Participate in, and provide support to, the Safe Kids Coalition summer Boot Camp for Safety that focuses on occupant protection, pedestrian safety, railroad safety, and bicycle safety;
- f) Provide bicycle safety programs, bicycle helmets, and educational materials for the Family Resource Center's summer program in order to reach the low income, high risk families;
- g) Provide support to the Jackson Optimists' Safety City Program to reach young children who are bicycling and walking in the community;
- h) Provide bicycle helmets to families and local churches in need.

SRTS

Goal #1: Continue implementation for the Walking School Bus Project in Cape Girardeau Schools

Strategies:

- a) Provide coordination and support to Alma Schrader Walking School Bus project
 - b) Expand project to include Clippard Elementary School
- Goal #2: Assist with grant application for future non-infrastructure and infrastructure SRTS funds to continue and expand the SRTS projects in Cape Girardeau.
- Goal #3: Continue to serve on the statewide SRTS Advisory Committee

OLDER DRIVERS

Goal #1: Inform the older drivers that problems associated with aging and driving do, in fact, exist and educate these drivers on how they can continue to drive safely.

Strategies:

- a) Serve as coordinator for the Cape Girardeau Older Driver Program which involves establishing a local coalition comprised of Area Agency on Aging, AARP, SALT, medical community, and local citizens;
- b) Conduct DriveWell presentations for the older driver population;
- c) Provide CarFit events for the older drivers in the community;
- d) Engage local medical community to participate in AMA training and serve on the local coalition;
- e) Engage the law enforcement community to participate in older driver training which helps them to identify problems specific to older drivers and how they should handle such problems during traffic stops or when contacted by family members;
- f) Provide educational materials and resource contacts.
- g) Provide monthly CarFit and DriveWell trainings through Southeast Missouri Hospital's Outreach facility at West Park Mall.

COMMUNITY-WIDE EFFORTS

Goal #1: Enhance Cape Girardeau Safe Communities Program development

Strategies:

- a) Coordinate the daily operations of the Cape Girardeau Safe Communities Program, submit vouchers and required reports on a timely basis, promote the program at the local level, and serve as liaison with the MoDOT Highway Safety division;
- b) Participate in local, state and national training opportunities to maintain traffic safety expertise;
- c) Seek additional resources from the local, state, and national level to support traffic safety efforts in the community (i.e., to support compliance checks, to purchase child safety seats);
- d) Provide technical expertise and resources on traffic safety issues to Cape Girardeau and the surrounding Region 10 area (school events, fairs, parades, workshops, etc);
- e) Participate and take a leadership role in Region 10 coalition activities;
- f) Participate in the statewide Missouri Coalition for Roadway Safety;
- g) Partner in community coalitions that benefit the overall traffic safety efforts in Cape Girardeau (River Corridor Task Force, Cape Area Family Resource Center, SafeKids Coalition, faith community);
- h) Assist local law enforcement agencies in preparing their grant applications and keep them apprised of training and funding opportunities;
- i) Provide traffic fine envelopes to the Municipal Court to expedite the processing of traffic cases;

Goal #2: Increase safety belt usage rate of 77% by 2% by September 2010.

Strategies:

- a) Develop and promote programs (as identified in the Occupant Protection section) to reach young children, teens, adults and the older population on the importance of "buckling up";
- b) Assist with the development and promotion of public information and media campaigns through the Region 10 coalition.

Goal #3: Decrease alcohol-related crashes by 2% by September 2010.

Strategies:

- a) Provide quarterly Alcohol Server Training Programs for local liquor licensee establishments;
- b) Input DWI law enforcement data from UCR reports for submission to Highway Safety division;
- c) Partner in community coalitions that benefit the overall traffic safety efforts in Cape Girardeau (Caring Communities Underage Drinking Task Force, United Way, Cape Girardeau County MADD Chapter, Southeast Missouri State University Campus and Community Coalition on Underage Drinking).

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Objectives met -

Think First Program

Eleven School assemblies reaching 2,830 students; distributed 1,079 bike helmets to students.

Bicycle Helmets

Four presentations and 150 helmets were given through the Safe Communities Program. Presentations were conducted at the Caruthersville Community Center, Charleston PTA, Ms. Martha's Pre-School and Cape Family Resource Center Summer Camp.

Child Passenger Safety Checkup Events

Four check-up events were held resulting in 20 checked seats. The events were held at the Bootheel Spring Safety Fair/CPS Check-up Event, Second Baptist Church, West Park Mall.

CPS Courses

Two CPS Courses were scheduled. One course was held in Charleston in April of 2010. Fifteen participants were certified. A second course scheduled for September 2010 was cancelled due to lack of participation. The course was rescheduled for October of 2010.

CPS District Coordination

Assist and help maintain technician certification, disseminate educational materials and information from National and State agencies, to order and distribute child passenger safety seats to the 24 fitting stations throughout MODOT District 10. There are four instructors and 87 certified child passenger safety technicians throughout the district.

Child Safety Seat Distribution

Forty-nine child passenger safety seats were provided to parents and care givers. Thirty-eight child safety seats were provided to assist other agencies and 42 additional seats were checked for proper installation.

Observation surveys

Two surveys were conducted with the following results:

September 2010 safety belt usage rate of 75%

October 2010 safety belt usage rate of 75%

ENCARE Program

Three convertible car seats were given out at the Southeast Missouri Emergency Room from ENCARE

Fifty-two bike helmets were given out at the Southeast Missouri Emergency Room from ENCARE

One hundred and four bike helmets were fitted and given out through ENCARE Injury Prevention Programs

Safe Kids Coalition

The Safe Kids Coalition continues to provide child safety seats to new parents who are in need of assistance and also assists with child safety seat installation for the public through their inspection station at Southeast Missouri Hospital. They have one certified CPS Instructor on staff. All OB Technicians at Southeast Hospital maintain their CPS Technician Certifications.

Safe Kids Distributed/Checked 723 child safety seats over a 13 county area. Inspections were done on 652.

The following additional participants were reached through various presentations:

Child Passenger Safety - 390

Bicycle Safety - 1125

School Bus Safety/Pedestrian - 500

Seat Belt/Booster Safety - 218

Safety Fairs - 2035

Playground Safety - 350

Poison Safety - 669

Summer Safety - 695

Fire Safety - 70

Home Safety - 70

Traffic Offenders Program

Eleven programs were held at Saint Francis Medical Center reaching approximately 154 offenders.

Safety City

The Jackson Noon Optimist conducted 4 Saturday safety trainings at the Safety City located in the Jackson City Park. Each

training included bicycle and pedestrian safety instruction by a police officer and optimist volunteers. Participants received a bicycle helmet and additional safety materials. Approximately 230 children were served through this project.

Missouri Blue Print

The Safe Communities Coordinator participates as an active member of the Southeast Coalition for Roadway Safety Coalition, activities include; Blue Print Plan development, Education Committee planning and implementation, CPS Certification & Check Up Events and Child Safety Seat Distribution, Battle of the Belt support, Shared booth at the Southeast Missouri District Fair, and participated in the Southeast Missouri District Fair Parade.

Older Driver Program

The Safe Communities Program serves as the lead and coordinating agency for the Cape Girardeau Older Driver Program. Safe Communities has developed a partnership with Southeast Missouri Hospital's Wellness Connection to provide Drive-Well and Car/Fit programs to their senior patrons. Programs will be scheduled throughout the year for both senior drivers and children of seniors who are requesting information concerning talking to their parents about no longer driving.

Safe Routes to School

The Safe Communities Program Coordinator serves on the Safe Routes to Schools State Advisory Board. Meetings are held periodically as needed. An application process for future infrastructure projects has been put on hold pending Federal Funding. Non-Infrastructure projects continue and new programs have been awarded.

The Cape Girardeau Police Department in conjunction with the Cape Girardeau School District implemented the Walking School Bus Program for Alma Schrader Elementary School. Walking School Buses were conducted during the fall and spring semesters with approximately 135 students participating each semester. In addition, 20 Southeast Missouri State University students volunteered and rotate weekly to assist with the walk to school.

Two sobriety checkpoints were conducted in March and August.

Coordinated two Team Spirit Training Conferences - Cape Girardeau hosted nine teams and Kansas City ten teams. The conferences resulted in 28 Action Plans addressing underage drinking, speeding, and increasing safety belt use among high school students. In addition, a Team Spirit Reunion was held in Jefferson City with approximately 150 students in attendance.

Alcohol Server Trainings are held quarterly for all licensed liquor establishments in the City of Cape Girardeau. The training is provided through the Safe Communities Program, Cape Girardeau Police Department and the Missouri Division of Alcohol and Tobacco Control. A total of 129 servers attend the four sessions.

HMV Enforcement activities were conducted through the Cape Girardeau & Jackson Police Departments and the Cape County Sheriff's Department primarily through the months of June through September.

DWI Overtime Patrols are conducted one or two nights per weekend resulting in 37-DWI.

FUNDING:

\$110,408.41

HS CONTACT:

Carrie Wolken

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

PROJECT TITLE:

Highway-Rail Safety

PROJECT NUMBER:

10-PT-02-102

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Operation Lifesaver

AGENCY CONTACT:

Director Rick Mooney

PROJECT DESCRIPTION:

Operation Lifesaver will conduct safety presentations across Missouri. Ten counties that have been identified as having the most highway-rail collisions for the past four years will be targeted and presentations will be offered in those particular counties. Safety materials and supplies to supplement the education will be provided to the recipients. Rail Safety Week will be held in April to publicize the program and MoDOT's leadership role in this safety endeavor.

Educational presentations and enforcement saturation will be conducted to encourage motorists to drive safely as they approach rail crossings and to keep away from the tracks.

Enforcement also needs to become a bigger topic among police in Missouri so that they will aggressively enforce laws against running lights and gates or trespassing on the railroad properly. To accomplish this, safety presentations will be offered to police officers and they will be involved in conducting Positive Enforcement Programs (PEP) where motorists approaching a crossing are stopped. They will be given a safety brochure, a verbal safety tip, and if they are wearing their safety belt, a coupon for a free drink from Sonic. Additionally, "Officer on the Train" events will be operated to allow police officers to see first-hand the violations that occur at crossings.

PROBLEM IDENTIFICATION:

Operation Lifesaver, MoDOT, and the Highway Patrol, have partnered together to promote rail safety in Missouri. Missouri has the second and third largest hubs for rail traffic in the nation, therefore, the number of trains traveling through Missouri reaches record numbers. Missouri continues to see an alarming number of highway-rail fatalities. Nine people were killed at highway-rail crossings in 2008 in 37 highway grade crossing collisions and an additional 16 people seriously injured. Another ten people were killed and seven injured while walking on or along the railroad tracks in 2008. During March of 2009, four people were killed while walking on the tracks. Educational and enforcement opportunities are critical to reversing these numbers.

The Missouri Department of Transportation Railroad Section, Operation Lifesaver, Missouri State Highway Patrol and many Missouri railroad companies have teamed up to try to reduce the number of highway-rail collisions and trespass incidents. MoDOT and Operation Lifesaver continue to be the lead partners, and work toward reducing grade crossing collisions through emphasis on the three E's:

- * Education
- * Enforcement
- * Engineering

GOALS AND OBJECTIVES:

Goal: To reduce the number of fatalities and injuries occurring at highway rail and highway grade crossings and on railroad tracks.

Objectives:

1. Reduce trespassers on railroad property through educational and enforcement programs.
2. Educate motor vehicle operators on hazards of driving around lights and gates in the down position.
3. Identify ways of reaching driver education programs to emphasize rail safety within their programs.
4. Alert law enforcement groups to motorists driving around gates or "near misses" to help enforce local/state laws.
5. Work with the existing regional coalitions of the Missouri Coalition for Road Safety to combine rail safety efforts with existing highway safety initiatives.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Missouri crashes in 2010 appear to be on the rise as rail traffic has started to increase with a slight improvement in the economy. The numbers through mid-October indicate 31 crashes with 5 fatalities and 15 injuries (in 2009 we had 32 crashes, six fatalities and 16 injuries). Trespassing incidents may be up also. Through September there were 16 incidents, nine fatalities and eight injuries (in 2009 there were 17 incidents, 12 fatalities and seven injuries). We are continuing to implement the action plan set forth by the Missouri Operation Lifesaver Board of Directors. A total of \$11,993.52 was expended by MO Operation Lifesaver of the \$12,000 grant. The breakdown by project is as follows:

Educational Material for Presentations - \$9,393.52

Items used by certified Operation Lifesaver presenters were purchased and distributed to the various audiences during and after presentations. To date there have been 850 presentations given this year to over 25,000 people. The items purchased include: five types of safety brochures; key tags; visuals, carrying cases & easels for new presenters; and activity booklets. The visuals are required to be used during all of our presentations.

Safety Blitz - \$2,600.00

We conducted one safety blitz this past year in Howell County during the third week in September after seeing three crossing crashes with two injuries and two trespass fatalities within the first five months of 2010 in this county. We gave presentations to every school student in both the West Plains and Willow Springs school districts and to their school bus drivers also. We gave 181 presentations during the three-day blitz using 14 presenters. In addition, a four-hour Grade Crossing Collision Investigation class was given to about 30 area law enforcement officers and a four-hour Rail Safety for Emergency Responders class to about 50 area fire and EMTs. An Officer on the Train event was held in West Plains for about two hours on the first day.

FUNDING:

402 / 20.600: 12,000.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

2211 St. Mary's Blvd.

Jefferson City, MO 65102

1-800-800-BELT

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2010 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2041	154 HE	406	2010	1906
		PLANNING AND ADMINISTRATION									
10-PA-02-01	MO. Division of Highway Safety	P & A Coordination		125,000.00							
		TOTAL PA	125,000.00	125,000.00							
		POLICE TRAFFIC SERVICES									
10-PT-02-01	NOT USED										
10-PT-02-02	NOT USED										
10-PT-02-03	MO. DIVISION OF HIGHWAY SAFETY	PARENT GUIDE PROGRAM		0.00							
10-PT-02-04	MO. DIVISION OF HIGHWAY SAFETY	YOUNG DRIVER PROGRAM		8,500.00							
10-PT-02-05	BELTON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		12,200.00							
10-PT-02-06	BLUE SPRINGS POLICE DEPT.	HAZARDOUS/AGGRESSIVE VIOLATION ENF		6,000.00							
10-PT-02-07	BUCHANAN CO. SHERIFF'S DEPT.	SAFE BUCHANAN HIGHWAYS		7,000.00							
10-PT-02-08	CASS COUNTY SHERIFF'S OFFICE	HMV/AGGRESSIVE DRIVING		6,000.00							
10-PT-02-09	CHILLICOTHE POLICE DEPT.	SPEED		2,000.00							
10-PT-02-10	CLAY COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		15,000.00							
10-PT-02-11	CLAY COUNTY SHERIFF'S DEPT.	OCCUPANT PROTECTION/AWARENESS		3,000.00							
10-PT-02-12	ARNOLD POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		8,000.00							
10-PT-02-13	BALLWIN POLICE DEPARTMENT	STREET SAFE		3,248.96							
10-PT-02-14	CLEVELAND POLICE DEPT.	HAZARDOUS MOVING VIOLATION		2,000.00							
10-PT-02-15	CLINTON POLICE DEPARTMENT	AGGRESSIVE DRIVING REDUCTION		5,000.00							
10-PT-02-16	GLADSTONE DPS	HAZARDOUS MOVING VIOLATION		8,000.00							
10-PT-02-17	BELLEFONTAIN NEIGHBORS PD	AGGRESSIVE DRIVERS		8,160.00							
10-PT-02-18	GRANDVIEW POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		8,000.00							
10-PT-02-19	BRECKENRIDGE HILLS PD	SAFE DRIVING ENFORCEMENT OPERATION		8,038.00							
10-PT-02-20	HARRISONVILLE POLICE DEPT.	SPEEDING		4,000.00							
10-PT-02-21	BRENTWOOD POLICE DEPT.	SAFETY FOR CROWDED ROADWAYS		9,000.00							
10-PT-02-22	BRIDGETON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		9,812.00							
10-PT-02-23	INDEPENDENCE POLICE DEPT.	HMV-HIGH CRASH ROADWAYS		165,000.00							
10-PT-02-24	NOT USED										
10-PT-02-25	BYRNES MILL POLICE DEPT.	HAZARDOUS MOVING VIOLATION		3,600.00							
10-PT-02-26	JACKSON CO. SHERIFF'S DEPT.	OCCUPANT PROTECTION		4,000.00							
10-PT-02-27	CALVERTON PARK POLICE DEPT.	SPEEDING		4,059.70							
10-PT-02-28	KANSAS CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		235,000.00							
10-PT-02-29	KANSAS CITY POLICE DEPT.	OCCUPANT PROTECTION		67,186.00							
10-PT-02-30	LEE'S SUMMIT POLICE DEPT.	HAZARDOUS MOVING VIOLATION		26,000.00							
10-PT-02-31	LIBERTY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,000.00							
10-PT-02-32	LIVINGSTON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		4,000.00							
10-PT-02-33	CHARLACK POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,011.29							
10-PT-02-34	CHESTERFIELD POLICE DEPT.	HAZARDOUS MOVING VIOLATION		8,640.00							
10-PT-02-35	CHESTERFIELD POLICE DEPT.	WORKFORCE TRAFFIC SAFETY EDUCATION		28,388.00							
10-PT-02-36	GLADSTONE DPS	SEAT BELT ENFORCEMENT		5,240.00							
10-PT-02-37	GRAIN VALLEY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		3,500.00							
10-PT-02-38	MO. DIVISION OF HIGHWAY SAFETY	PI CREATIVE SERVICES		20,000.00							
10-PT-02-39	JACKSON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		16,500.00							

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2010 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	407	410	154 AL	2011	154 HE	408	2010	1906
10-PT-02-40	MISSOURI SAFETY CENTER	OCCUPANT PROT-YOUTH ENFORCEMENT		45,000.00							
10-PT-02-41	MISSOURI SAFETY CENTER	TEEN SEATBELT SURVEY		72,500.00							
10-PT-02-42	NORTH KANSAS CITY PD	HAZARDOUS MOVING VIOLATION		5,000.00							
10-PT-02-43	CREVE COEUR POLICE DEPT.	CLICK-IT OR TICKET (CIOT)		4,600.00							
10-PT-02-44	CREVE COEUR POLICE DEPT.	SPEED ENFORCEMENT		5,000.00							
10-PT-02-45	PECULIAR POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-46	PLATTE CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		12,000.00							
10-PT-02-47	PLATTE CO. SHERIFF'S DEPT.	TRAFFIC SAFETY OFFICER		22,119.40							
10-PT-02-48	CRYSTAL CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		6,518.00							
10-PT-02-49	DES PERES DPS	HAZARDOUS MOVING VIOLATION		3,200.00							
10-PT-02-50	DESOTO DPS	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-51	EUREKA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		26,096.14							
10-PT-02-52	FERGUSON POLICE DEPARTMENT	I-270 ENFORCEMENT ACTIVITY		6,540.00							
10-PT-02-53	MO POLICE CHIEFS ASSOCIATION	L.E. DRIVING & RESPONSE TRAINING		50,720.00							
10-PT-02-54	FESTUS POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		13,050.00							
10-PT-02-55	FLORISSANT POLICE DEPT.	HAZARDOUS MOVING VIOLATION		6,568.00							
10-PT-02-56	FRANKLIN CO. SHERIFF'S DEPT.	HMV ENFORCEMENT/SPEED ENFORCEMENT		10,000.00							
10-PT-02-57	PLEASANT HILL POLICE DEPT.	HAZARDOUS MOVING VIOLATION		4,000.00							
10-PT-02-58	GLENDALE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,800.00							
10-PT-02-59	RAYMORE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,000.00							
10-PT-02-60	HAZELWOOD POLICE DEPT.	HAZARDOUS MOVING VIOLATION		9,575.00							
10-PT-02-61	SEDALIA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		8,000.00							
10-PT-02-62	SMITHVILLE POLICE DEPT.	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-63	HERCULANEUM POLICE DEPT.	HAZARDOUS MOVING VIOLATION		7,805.00							
10-PT-02-64	ST. JOSEPH POLICE DEPT.	OCCUPANT PROTECTION		4,548.00							
10-PT-02-65	ST. JOSEPH POLICE DEPT.	HAZARDOUS MOVING VIOLATION		7,484.00							
10-PT-02-66	MO. DIVISION OF HIGHWAY SAFETY	LETSAC		30,000.00							
10-PT-02-67	DELETED										
10-PT-02-68	RAYTOWN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		17,000.00							
10-PT-02-69	JEFFERSON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		100,063.60							
10-PT-02-70	JENNINGS POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		5,400.00							
10-PT-02-71	KIRKWOOD POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		12,682.30							
10-PT-02-72	CANCELLED										
10-PT-02-73	MARYLAND HEIGHTS PD	DRIVERS LIC/SEAT BELT CHECKPOINT		2,942.04							
10-PT-02-74	BILLINGS POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,774.00							
10-PT-02-75	BOLIVAR POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-76	MARYLAND HEIGHTS PD	SPEED ENFORCEMENT		11,534.24							
10-PT-02-77	MISSOURI SAFETY CENTER	DRIVE IMPROVEMENT PROG (DIP) ADMIN.		48,400.00							
10-PT-02-78	MISSOURI SAFETY CENTER	CLICK-IT OR TICKET (CIOT)		130,200.00							
10-PT-02-79	BOONE COUNTY SHERIFF'S DEPT.	OPERATION SLOW DOWN		14,280.00							
10-PT-02-80	MISSOURI SAFETY CENTER	STATEWIDE SEATBELT SURVEY		100,000.00							
10-PT-02-81	NORTHWOODS POLICE DEPT.	SAFETY INTERSTATE 70		2,000.00							
10-PT-02-82	O'FALLON POLICE DEPARTMENT	SPEEDING/RED LIGHT VIOLATION ENF		16,018.08							

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2010 PROJECTS

Project #	Grantor	Problem Area and Project Countermeasure	1989 Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
10-PT-02-83	OLIVETTE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,040.00							
10-PT-02-84	OVERLAND POLICE DEPARTMENT	HAZARDOUS & SPEEDING		16,180.00							
10-PT-02-85	PACIFIC POLICE DEPARTMENT	YOUTH DRIVERS PROTECTION		5,591.50							
10-PT-02-86	PEVELY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		27,190.00							
10-PT-02-87	RICHMOND HEIGHTS PD	HAZARDOUS MOVING VIOLATION		6,060.00							
10-PT-02-88	ST. CHARLES CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		15,500.00							
10-PT-02-89	ST. CHARLES CO. SHERIFF'S DEPT.	SPEEDING		8,000.00							
10-PT-02-90	ST. CLAIR POLICE DEPARTMENT	SPEED ENFORCEMENT		3,500.00							
10-PT-02-91	MO. DIVISION OF HIGHWAY SAFETY	TWEEN SAFETY		10,000.00							
10-PT-02-92	ST. JOHN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		8,200.00							
10-PT-02-93	ST. LOUIS CO. POLICE DEPT.	HIGHWAY SAFETY UNIT		130,880.00							
10-PT-02-94	ST. LOUIS METRO POLICE DEPT.	HAZARDOUS VIOLATIONS/SPEED ENF.		205,120.00							
10-PT-02-95	ST. PETERS POLICE DEPARTMENT	I-70 EAST AND WEST		20,000.00							
10-PT-02-96	TOWN & COUNTRY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		20,960.00							
10-PT-02-97	TROY POLICE DEPARTMENT	SAFE STREETS		6,308.00							
10-PT-02-98	UNION POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		12,580.00							
10-PT-02-99	UNION POLICE DEPARTMENT	TOPS/ROADSIDE SAFETY EDUCATION PROG		500.00							
10-PT-02-100	UNIVERSITY CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		8,014.00							
10-PT-02-101	WASHINGTON POLICE DEPT.	HAZARDOUS MOVING VIOLATION		7,000.00							
10-PT-02-102	MISSOURI OPERATION LIFESAVER	HIGHWAY-RAIL SAFETY		12,000.00							
10-PT-02-103	WEBSTER GROVES POLICE DEPT.	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-104	WRIGHT CITY POLICE DEPT.	INTERSTATE DANGER REDUCTION PROGRAM		3,480.00							
10-PT-02-105	BOWLING GREEN POLICE DEPT.	TRAFFIC ENFORCEMENT		2,390.00							
10-PT-02-106	MISSOURI SAFETY CENTER	CRASH INVESTIGATION		68,200.00							
10-PT-02-107	BUTLER COUNTY SHERIFF'S DEPT.	SAFER ROADS		3,967.50							
10-PT-02-108	CAMDEN CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		13,800.00							
10-PT-02-109	CAMDENTON POLICE DEPT.	YOUTH OCCUPANT PROTECTION		2,000.00							
10-PT-02-110	MO SHERIFFS ASSOCIATION	LE OFFICER DRIVER TRAINING		34,347.50							
10-PT-02-111	CAPE GIRARDEAU CO. SHERIFF	SPEED INVOLVEMENT		4,069.68							
10-PT-02-112	CAPE GIRARDEAU POLICE DEPT.	HAZARDOUS MOVING VIOLATION		7,856.00							
10-PT-02-113	CARTHAGE POLICE DEPARTMENT	SPEED ENFORCEMENT		2,268.00							
10-PT-02-114	CARUTHERSVILLE POLICE DEPT.	SPEED ENFORCEMENT		3,000.00							
10-PT-02-115	CHRISTIAN CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		10,365.00							
10-PT-02-116	COLE COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		6,750.00							
10-PT-02-117	COLUMBIA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,500.00							
10-PT-02-118	DADE COUNTY SHERIFF'S DEPT.	OPERATION STOP SPEEDERS		2,400.00							
10-PT-02-119	DUNKLIN COUNTY SHERIFF'S DEPT.	SPEED ENFORCEMENT		0.00							
10-PT-02-120	FARMINGTON POLICE DEPT.	HAZARDOUS MOVING VIOLATION		5,318.60							
10-PT-02-121	MO SOUTHERN STATE UNIVERSITY	LAW ENFORCEMENT TRAINING		42,000.00							
10-PT-02-122	GREENE COUNTY SHERIFF'S DEPT.	SPEED ENFORCEMENT		32,500.00							
10-PT-02-123	HAYTI POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,000.00							
10-PT-02-124	HOLLISTER POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,300.00							
10-PT-02-125	HOWELL COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		6,000.00							

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Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
10-PT-02-126	JACKSON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-127	JASPER CO SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		19,500.00							
10-PT-02-128	JEFFERSON CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		20,889.50							
10-PT-02-129	JOPLIN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		9,000.00							
10-PT-02-130	MO STATE HIGHWAY PATROL	SKILL DEVELOPMENT		34,450.00							
10-PT-02-131	MO STATE HIGHWAY PATROL	ACCIDENT INVESTIGATION		62,945.50							
10-PT-02-132	MO STATE HIGHWAY PATROL	RADAR/EVOC/INSTR. DEV/EQUIP/MATERIALS		78,615.00							
10-PT-02-133	KENNETT POLICE DEPARTMENT	SPEED ENFORCEMENT		10,040.40							
10-PT-02-134	KENNETT POLICE DEPARTMENT	SEAT BELT ENFORCEMENT		1,498.79							
10-PT-02-135	LAWRENCE CO. SHERIFF'S DEPT.	OFFICER & TRAFFIC SAFETY		6,000.00							
10-PT-02-136	LEBANON POLICE DEPARTMENT	SPEED ENFORCEMENT		1,600.00							
10-PT-02-137	MOBERLY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,000.00							
10-PT-02-138	MONETT POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,025.00							
10-PT-02-139	MO. STATE HIGHWAY PATROL	SPEED ENFORCEMENT		102,087.56							
10-PT-02-140	MO. STATE HIGHWAY PATROL	HAZARDOUS MOVING VIOLATION		110,042.24							
10-PT-02-141	MO. STATE HIGHWAY PATROL	OCCUPANT PROTECTION PROJECT		0.00							
10-PT-02-142	MO. DIVISION OF HIGHWAY SAFETY	PTS PROGRAM COORDINATION		150,000.00							
10-PT-02-143	MO. DIVISION OF HIGHWAY SAFETY	TRAINING (WORKSHOPS)		29,500.00							
10-PT-02-144	MO. DIVISION OF HIGHWAY SAFETY	BROCHURES & INCENTIVE ITEMS		30,000.00							
10-PT-02-145	UNIVERSITY OF MISSOURI	HIGHWAY SAFETY COURSE DELIVERY		14,070.00							
10-PT-02-146	MO STATE HIGHWAY PATROL	STATEWIDE TRAFFIC ACCIDENT RECORDS SYS		97,732.50							
10-PT-02-147	MO. DIVISION OF HIGHWAY SAFETY	REJIS DATABASE MANAGEMENT		14,000.00							
10-PT-02-148	NEOSHO POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,400.00							
10-PT-02-149	NEWTON COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		9,600.00							
10-PT-02-150	NIXA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,980.00							
10-PT-02-151	NIXA POLICE DEPARTMENT	OCCUPANT PROTECTION		49.08							
10-PT-02-152	WASHINGTON UNIVERSITY	FITNESS-TO-DRIVE IN OLDER ADULTS		152,340.00							
10-PT-02-153	MO. DIVISION OF HIGHWAY SAFETY	MATURE DRIVER PROGRAM		10,000.00							
10-PT-02-154	MO. DIVISION OF HIGHWAY SAFETY	INSTRUCTOR DEVELOPMENT WORKSHOP		0.00							
10-PT-02-155	OSAGE BEACH DPS	HAZARDOUS MOVING VIOLATION		4,336.00							
10-PT-02-156	OZARK POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		5,500.00							
10-PT-02-157	PALMYRA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		1,520.00							
10-PT-02-158	PEMISCOT CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		5,000.00							
10-PT-02-159	PHELPS CO. SHERIFF'S DEPT.	SPEED ENFORCEMENT		5,000.00							
10-PT-02-160	PULASKI CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		9,486.00							
10-PT-02-161	REPUBLIC POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		5,000.00							
10-PT-02-162	ROLLA POLICE DEPARTMENT	SPEED ENFORCEMENT		6,200.00							
10-PT-02-163	SCOTT COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		5,325.00							
10-PT-02-164	SPRINGFIELD POLICE DEPT.	HAZARDOUS MOVING/RED LIGHT RUNNING		60,400.00							
10-PT-02-165	ST. ROBERT POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,499.20							
10-PT-02-166	STONE COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		4,170.00							
10-PT-02-167	STRAFFORD POLICE DEPT.	SPEED ENFORCEMENT		3,090.00							
10-PT-02-168	UNIV OF MO-COLUMBIA DPS	HAZARDOUS MOVING VIOLATION		8,710.00							

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Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
10-PT-02-169	VERNON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		2,525.00							
10-PT-02-170	WEBB CITY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,080.00							
10-PT-02-171	WEST PLAINS POLICE DEPT.	HAZARDOUS MOVING VIOLATION		7,273.50							
10-PT-02-172	WILLARD POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,770.00							
10-PT-02-173	WILLOW SPRINGS POLICE DEPT.	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-174	SPRINGFIELD POLICE DEPT.	PART-TIME DATA ENTRY		7,100.00							
10-PT-02-175	UNIVERSITY OF MISSOURI	THINKFIRST MISSOURI-YOUTH FOCUS		258,455.00							
10-PT-02-176	ELDON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,160.00							
10-PT-02-177	MO. STATE HIGHWAY PATROL	SAC SUPPORT		7,000.00							
10-PT-02-178	MO. DIVISION OF HIGHWAY SAFETY	STATEWIDE HMV & LE INCENTIVES		45,000.00							
		TOTAL PTS PROJECTS		3,826,582.80							
		TOTAL 402 FUNDED PROJECTS	5,022,884.93								
		ALCOHOL ENFORCEMENT PROJECTS									
10-AL-03-01	NOT USED										
10-AL-03-02	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING PROGRAM		40,000.00							
10-AL-03-03	MO. DIVISION OF HIGHWAY SAFETY	YOUTH ALCOHOL COORDINATION		74,000.00							
10-K8-03-01	MO. DIVISION OF HIGHWAY SAFETY	YOUTH IMPAIRED DRIVING			12,500.00						
10-K8-03-02	ARCHIE POLICE DEPARTMENT	SOBRIETY CHECKPOINT & DWI ENFORCEMENT			2,000.00						
10-K8-03-03	ARNOLD POLICE DEPARTMENT	DWI ENFORCEMENT			7,420.00						
10-K8-03-04	BLUE SPRINGS POLICE DEPT.	SOBRIETY CHECKPOINT/IMPAIRED DRIVERS			8,000.00						
10-K8-03-05	CASS COUNTY SHERIFF'S OFFICE	SOBRIETY CHECKPOINT & DWI ENFORCEMENT			10,000.00						
10-K8-03-06	CHILLICOTHE POLICE DEPT.	DWI ENFORCEMENT			2,196.00						
10-K8-03-07	GLADSTONE DPS	DUI ENFORCEMENT			14,976.00						
10-K8-03-08	BALLWIN POLICE DEPARTMENT	DWI DETECTION			8,330.88						
10-K8-03-09	GRAIN VALLEY POLICE DEPT.	DWI ENFORCEMENT			2,800.00						
10-K8-03-10	GRANDVIEW POLICE DEPARTMENT	WOLF PACK			10,000.00						
10-K8-03-11	GREENWOOD POLICE DEPT.	DWI ENFORCEMENT			2,000.00						
10-K8-03-12	BRECKENRIDGE HILLS PD	SOBRIETY CHECKPOINT			7,368.00						
10-K8-03-13	HARRISONVILLE POLICE DEPT.	SOBRIETY CHECKPOINT & DWI ENFORCEMENT			6,000.00						
10-K8-03-14	HENRIETTA POLICE DEPARTMENT	RADE TASK FORCE CAMPAIGN			1,000.00						
10-K8-03-15	INDEPENDENCE POLICE DEPT.	DWI WOLF PACK			120,000.00						
10-K8-03-16	INDEPENDENCE POLICE DEPT.	SOBRIETY CHECKPOINT			50,400.00						
10-K8-03-17	JACKSON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT			9,937.39						
10-K8-03-18	JACKSON CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			16,960.00						
10-K8-03-19	BARTON COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT			4,000.00						
10-K8-03-20	JACKSON CO. SHERIFF'S DEPT.	TRAFFIC UNIT			214,335.41						
10-K8-03-21	JACKSON CO. SHERIFF'S DEPT.	YOUTH ALCOHOL			10,050.00						
10-K8-03-22	BYRNES MILL POLICE DEPT.	SOBRIETY CHECKPOINT			5,152.00						
10-K8-03-23	LIVINGSTON CO. SHERIFF'S DEPT.	DWI SATURATION			10,650.00						
10-K8-03-24	CALVERTON PARK POLICE DEPT.	SOBRIETY CHECKPOINT			4,393.95						
10-K8-03-25	CHARLACK POLICE DEPARTMENT	DWI ENFORCEMENT			4,866.00						

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Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
10-K8-03-26	CHARLACK POLICE DEPARTMENT	DWI CHECKPOINT			6,439.20						
10-K8-03-27	CHESTERFIELD POLICE DEPT.	DWI ENFORCEMENT			8,640.00						
10-K8-03-28	CREVE COEUR POLICE DEPT.	SOBRIETY CHECKPOINT			15,900.00						
10-K8-03-29	CREVE COEUR POLICE DEPT.	DWI OFFICER			41,870.00						
10-K8-03-30	PECULIAR POLICE DEPARTMENT	DWI ENFORCEMENT			1,675.00						
10-K8-03-31	PLATTE CO. SHERIFF'S DEPT.	WOLF PACK			3,960.00						
10-K8-03-32	RAYMORE POLICE DEPARTMENT	SOBRIETY CHECKPOINT & DWI ENFORCEMENT			12,000.00						
10-K8-03-33	SMITHVILLE POLICE DEPT.	DWI CHECKPOINT			4,260.00						
10-K8-03-34	ST. JOSEPH POLICE DEPT.	YOUTH ALCOHOL TASK FORCE OPERATION			13,320.00						
10-K8-03-35	ST. JOSEPH POLICE DEPT.	SOBRIETY CHECKPOINT			6,650.00						
10-K8-03-36	ST. JOSEPH POLICE DEPT.	DWI WOLFPACK			5,760.00						
10-K8-03-37	UNIV. OF CENTRAL MISSOURI DPS	INCREASED DWI ENFORCEMENT			5,500.00						
10-K8-03-38	SUGAR CREEK POLICE DEPT.	DWI ENFORCEMENT			5,060.00						
10-K8-03-39	BARTON COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			5,400.00						
10-K8-03-40	BILLINGS POLICE DEPARTMENT	DWI ENFORCEMENT			3,019.20						
10-K8-03-41	BOLIVAR POLICE DEPARTMENT	DWI ENFORCEMENT			12,739.00						
10-K8-03-42	OLIVETTE POLICE DEPARTMENT	ALCOHOL ENFORCEMENT			6,273.00						
10-K8-03-43	OVERLAND POLICE DEPARTMENT	SOBRIETY CHECKPOINT			18,682.50						
10-K8-03-44	ST. LOUIS METRO POLICE DEPT.	DWI ENFORCEMENT			174,933.00						
10-K8-03-45	ST. LOUIS METRO POLICE DEPT.	SOBRIETY CHECKPOINT			24,192.00						
10-K8-03-46	TROY POLICE DEPARTMENT	DWI WOLFPACK			8,972.64						
10-K8-03-47	TROY POLICE DEPARTMENT	DWI CHECKPOINTS			6,231.00						
10-K8-03-48	UNION POLICE DEPARTMENT	DWI WOLFPACK			32,544.00						
10-K8-03-49	VELDA CITY POLICE DEPARTMENT	OPERATION REDEYE			1,860.00						
10-K8-03-50	VELDA CITY POLICE DEPARTMENT	WOLF PACK			2,016.00						
10-K8-03-51	BRANSON POLICE DEPARTMENT	DWI CHECKPOINT			21,500.00						
10-K8-03-52	BRANSON POLICE DEPARTMENT	YOUTH ALCOHOL ENFORCEMENT			3,000.00						
10-K8-03-53	BUTLER COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT			7,935.00						
10-K8-03-54	CAMDEN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT			20,000.00						
10-K8-03-55	CAPE GIRARDEAU CO. SHERIFF	DWI ENFORCEMENT			7,439.04						
10-K8-03-56	CAPE GIRARDEAU POLICE DEPT.	DWI ENFORCEMENT			16,800.00						
10-K8-03-57	CAPE GIRARDEAU POLICE DEPT.	SOBRIETY CHECKPOINT			3,150.00						
10-K8-03-58	CARTERVILLE POLICE DEPT.	OPERATION ZERO TOLERANCE			4,712.50						
10-K8-03-59	CHRISTIAN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT			13,442.00						
10-K8-03-60	CLARK COUNTY SHERIFF'S DEPT.	DWI/DRUG IMPAIRED DRIVERS			12,000.00						
10-K8-03-61	COLE COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			12,450.00						
10-K8-03-62	GREENE COUNTY SHERIFF'S DEPT.	YOUTH ALCOHOL ENFORCEMENT			51,750.00						
10-K8-03-63	HALLSVILLE POLICE DEPARTMENT	SOBRIETY CHECKPOINT			3,018.72						
10-K8-03-64	HOWELL COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT			15,400.00						
10-K8-03-65	JASCO-METRO POLICE DEPT.	SOBRIETY CHECKPOINT & WOLFPACKS			5,340.00						
10-K8-03-66	JEFFERSON CITY POLICE DEPT.	DWI ENFORCEMENT			30,589.44						
10-K8-03-67	JOPLIN POLICE DEPARTMENT	YOUTH ALCOHOL			8,800.00						
10-K8-03-68	JOPLIN POLICE DEPARTMENT	DWI (WOLFPACK)			11,250.00						

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2010 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasures	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
10-K8-03-69	KENNETT POLICE DEPARTMENT	DWI ENFORCEMENT			19,790.00						
10-K8-03-70	KENNETT POLICE DEPARTMENT	SOBRIETY CHECKPOINT			2,374.80						
10-K8-03-71	LEBANON POLICE DEPARTMENT	UNDERAGE DRINKING			3,430.00						
10-K8-03-72	MOBERLY POLICE DEPARTMENT	DWI CHECKPOINTS			3,000.00						
10-K8-03-73	MO. STATE HIGHWAY PATROL	DWI WOLFPACK OPERATION			45,005.76						
10-K8-03-74	MO. STATE HIGHWAY PATROL	SOBRIETY CHECKPOINT			230,031.38						
10-K8-03-75	MO. DIVISION OF HIGHWAY SAFETY	ALCOHOL PROGRAM COORDINATION			125,000.00						
10-K8-03-76	MO. STATE HIGHWAY PATROL	DWI TRACKING SYSTEM			57,125.00						
10-K8-03-77	NIXA POLICE DEPARTMENT	DWI ENFORCEMENT			7,170.00						
10-K8-03-78	NIXA POLICE DEPARTMENT	SOBRIETY CHECKPOINT			9,780.00						
10-K8-03-79	OSAGE BEACH DPS	SOBRIETY CHECKPOINT			6,600.00						
10-K8-03-80	OSAGE BEACH DPS	DWI SATURATION			6,336.00						
10-K8-03-81	OZARK POLICE DEPARTMENT	SOBRIETY CHECKPOINT			8,190.00						
10-K8-03-82	PERRY COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			7,875.00						
10-K8-03-83	PHELPS CO. SHERIFF'S DEPT.	DWI WOLF PACK ENFORCEMENT			10,500.00						
10-K8-03-84	REPUBLIC POLICE DEPARTMENT	SOBRIETY CHECKPOINT/MOTORIST SAFETY			4,200.50						
10-K8-03-85	SPRINGFIELD POLICE DEPT.	DWI ENFORCEMENT			55,000.00						
10-K8-03-86	SPRINGFIELD POLICE DEPT.	SOBRIETY CHECKPOINT			15,000.00						
10-K8-03-87	SPRINGFIELD POLICE DEPT.	UNDERAGE DRINKING			50,000.00						
10-K8-03-88	ST. ROBERT POLICE DEPARTMENT	SOBRIETY CHECKPOINT			7,900.00						
10-K8-03-89	STONE COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			7,350.00						
10-K8-03-90	STRAFFORD POLICE DEPT.	DWI IMPAIRED DRIVER ENFORCEMENT			5,112.50						
10-K8-03-91	TANEY COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT			13,599.90						
10-K8-03-92	UNIV OF MO-COLUMBIA DPS	YOUTH ALCOHOL			10,861.20						
10-K8-03-93	WEST PLAINS POLICE DEPT.	SOBRIETY CHECKPOINT			3,287.52						
10-K8-03-94	WILLOW SPRINGS POLICE DEPT.	SOBRIETY CHECKPOINT			4,010.20						
10-K8-03-95	MISSOURI SAFETY CENTER	STATEWIDE DWI ENFORCEMENT			468,950.00						
10-K8-03-96	MO. DIVISION OF HIGHWAY SAFETY	SOBRIETY CHECKPOINT EQUIPMENT			50,000.00						
10-K8-03-97	ELDON POLICE DEPARTMENT	SOBRIETY CHECKPOINT			4,050.00						
10-K8-03-98	UNIV OF MO-COLUMBIA DPS	DWI ENFORCEMENT			1,633.28						
10-K8-03-99	MO. STATE HIGHWAY PATROL	DWI SATURATION PROJECT			526,684.00						
10-K8-03-100	PLATTE CO. SHERIFF'S DEPT.	DWI CHECKPOINT			6,270.00						
10-K8-03-101	FLORISSANT POLICE DEPT.	DWI WOLFPACK			17,664.00						
10-K8-03-102	MO. DIVISION OF HIGHWAY SAFETY	TRAVEL TRAINING WORKSHOP SUPPORT			10,000.00						
10-K8-03-103	REJIS	MOBILIZATION UPDATE TO GMS			8,670.00						
10-K8-03-104	ST. LOUIS COUNTY POLICE DEPT.	DWI UNIT			130,000.00						
10-K8-03-105	HAZELWOOD POLICE DEPT.	BAT VAN			50,000.00						
10-K8PM-03-01	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING PAID MEDIA			30,000.00						
10-154-AL-01	MO. DIVISION OF HIGHWAY SAFETY	YOUTH ALCOHOL				32,777.62					
10-154-AL-02	BELTON POLICE DEPARTMENT	DWI WOLFPACK				8,110.00					
10-154-AL-03	BELTON POLICE DEPARTMENT	SOBRIETY CHECKPOINT				12,600.00					
10-154-AL-04	CLAY COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				15,700.00					
10-154-AL-05	CLAY COUNTY SHERIFF'S DEPT.	YOUTH ALCOHOL ENFORCMENT/AWARENESS				5,250.00					

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2010 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1900
10-154-AL-06	ARNOLD POLICE DEPARTMENT	DWI WOLFPACK				14,956.00					
10-154-AL-07	CLEVELAND POLICE DEPT.	CASS CO STEP-TASK FORCE				2,790.00					
10-154-AL-08	BYRNES MILL POLICE DEPT.	DWI ENFORCEMENT				11,500.00					
10-154-AL-09	JACKSON CO. SHERIFF'S DEPT.	TRAFFIC SAFETY TASK FORCE EQUIPMENT				23,725.00					
10-154-AL-10	KANSAS CITY POLICE DEPT.	YOUTH ALCOHOL				26,084.00					
10-154-AL-11	KEARNEY POLICE DEPARTMENT	DWI ENFORCEMENT				3,000.00					
10-154-AL-12	LEE'S SUMMIT POLICE DEPT.	DWI ENFORCEMENT				36,400.00					
10-154-AL-13	CREVE COEUR POLICE DEPT.	YOU DRINK YOU DRIVE YOU LOSE				1,800.00					
10-154-AL-14	CREVE COEUR POLICE DEPT.	BAT VAN				7,500.00					
10-154-AL-15	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING PIE				450,000.00					
10-154-AL-16	UNIVERSITY OF MISSOURI	SMART,CHEERS & DRIVE SAFE/DRIVE SMART				267,395.99					
10-154-AL-17	MO. DIV. OF ALCOHOL & TOBACCO	ALCOHOL SAFETY AWARENESS & PREVENTION				545,850.00					
10-154-AL-18	DES PERES DPS	DWI ENFORCEMENT				3,200.00					
10-154-AL-19	ELLISVILLE POLICE DEPARTMENT	SOBRIETY CHECKPOINT				4,900.00					
10-154-AL-20	EUREKA POLICE DEPARTMENT	DWI ENFORCEMENT				4,443.12					
10-154-AL-21	EUREKA POLICE DEPARTMENT	SOBRIETY CHECKPOINT				10,634.40					
10-154-AL-22	FESTUS POLICE DEPARTMENT	DWI ENFORCEMENT				25,050.00					
10-154-AL-23	FRANKLIN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				58,356.00					
10-154-AL-24	FRANKLIN CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				15,000.00					
10-154-AL-25	FRANKLIN CO. SHERIFF'S DEPT.	YOUTH ALCOHOL ENFORCEMENT				14,900.00					
10-154-AL-26	FRANKLIN CO. SHERIFF'S DEPT.	DWI TRAFFIC UNIT PROJECT				133,052.25					
10-154-AL-27	PLEASANT HILL POLICE DEPT.	DWI CHECKPOINT/ENFORCEMENT				6,000.00					
10-154-AL-28	HAZELWOOD POLICE DEPT.	SOBRIETY CHECKPOINT				15,825.00					
10-154-AL-29	SMITHVILLE POLICE DEPT.	DWI WOLFPACK				12,352.00					
10-154-AL-30	HERCULANEUM POLICE DEPT.	DWI ENFORCEMENT				12,442.00					
10-154-AL-31	WOOD HEIGHTS POLICE DEPT.	RADE TASK FORCE				1,400.00					
10-154-AL-32	JEFFERSON CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				56,220.00					
10-154-AL-33	JEFFERSON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				131,180.00					
10-154-AL-34	JEFFERSON CO. SHERIFF'S DEPT.	YOUTH ALCOHOL TASK FORCE				143,923.20					
10-154-AL-35	JEFFERSON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT UNIT				399,223.00					
10-154-AL-36	JENNINGS POLICE DEPARTMENT	DWI ENFORCEMENT SATURATION				12,100.00					
10-154-AL-37	JENNINGS POLICE DEPARTMENT	SOBRIETY CHECKPOINT				5,850.00					
10-154-AL-38	MISSOURI POLICE CHIEFS ASSOC	DITEP				34,012.93					
10-154-AL-39	CANCELLED										
10-154-AL-40	MARYLAND HEIGHTS PD	DWI ENFORCEMENT				12,030.40					
10-154-AL-41	BOONE COUNTY SHERIFF'S DEPT.	FULL TIME DWI UNIT				56,605.47					
10-154-AL-42	KANSAS CITY POLICE DEPT.	DWI ENFORCEMENT				173,366.00					
10-154-AL-43	MISSOURI SAFETY CENTER	BREATH ALCOHOL LAB OPERATIONS				319,667.56					
10-154-AL-44	MISSOURI SAFETY CENTER	SOBRIETY CHECKPOINT SUPERVISOR TRNG				51,150.00					
10-154-AL-45	MOLINE ACRES POLICE DEPT.	CITIZEN SAFETY PROTECTION SERVICES				11,387.50					
10-154-AL-46	O'FALLON POLICE DEPARTMENT	DWI WOLFPACK/SATURATION PATROLS				12,994.56					
10-154-AL-47	O'FALLON POLICE DEPARTMENT	SOBRIETY CHECKPOINT				13,896.96					

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2010 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
10-154-AL-48	OLIVETTE POLICE DEPARTMENT	DWI ENFORCEMENT				2,700.00					
10-154-AL-49	OVERLAND POLICE DEPARTMENT	YOUTH ALCOHOL ENFORCEMENT				5,475.00					
10-154-AL-50	OVERLAND POLICE DEPARTMENT	DWI ENFORCEMENT				14,600.00					
10-154-AL-51	PEVELY POLICE DEPARTMENT	DWI ENFORCEMENT				16,352.00					
10-154-AL-52	ST. CHARLES CITY POLICE DEPT.	DWI ENFORCEMENT				18,000.00					
10-154-AL-53	ST. CHARLES CITY POLICE DEPT.	SOBRIETY CHECKPOINT				9,860.00					
10-154-AL-54	ST. CHARLES CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				10,000.00					
10-154-AL-55	ST. CHARLES CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				51,800.00					
10-154-AL-56	ST. CHARLES CO. SHERIFF'S DEPT.	ALCOHOL CHECKS FOR MINORS DRINKING				10,000.00					
10-154-AL-57	ST. JOHN POLICE DEPARTMENT	SOBRIETY CHECKPOINT				10,800.00					
10-154-AL-58	ST. JOHN POLICE DEPARTMENT	DWI SATURATION				18,300.00					
10-154-AL-59	ST. LOUIS CO. POLICE DEPT.	SOBRIETY CHECKPOINT				42,545.00					
10-154-AL-60	ST. LOUIS CO. POLICE DEPT.	DWI ENFORCEMENT				119,500.00					
10-154-AL-61	WASHINGTON POLICE DEPT.	DWI ENFORCEMENT				11,394.00					
10-154-AL-62	WASHINGTON POLICE DEPT.	YOUTH ALCOHOL				6,200.00					
10-154-AL-63	BOONE COUNTY SHERIFF'S DEPT.	CHECKPOINT/SATURATION PROGRAM				29,160.00					
10-154-AL-64	BOONE COUNTY SHERIFF'S DEPT.	COMPLIANCE OPERATION				1,440.00					
10-154-AL-65	MISSOURI SAFETY CENTER	SFST COORDINATION				147,346.10					
10-154-AL-66	CARTHAGE POLICE DEPARTMENT	SATURATION PATROL WOLFPACK				9,240.00					
10-154-AL-67	CARTHAGE POLICE DEPARTMENT	DWI ENFORCEMENT				6,970.00					
10-154-AL-68	COLUMBIA POLICE DEPARTMENT	DWI ENFORCEMENT				33,550.00					
10-154-AL-69	FARMINGTON POLICE DEPT.	DWI ENFORCEMENT				16,654.20					
10-154-AL-70	MO SOUTHERN STATE UNIVERSITY	ALCOHOL PROJECTS				84,000.00					
10-154-AL-71	GREENE COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				66,500.00					
10-154-AL-72	HAYTI POLICE DEPARTMENT	DWI ENFORCEMENT				15,348.00					
10-154-AL-73	MO. DIVISION OF HIGHWAY SAFETY	SOUTHWEST MISSOURI DWI TASK FORCE				25,000.00					
10-154-AL-74	HOLLISTER POLICE DEPARTMENT	DWI WOLFPACK				18,835.00					
10-154-AL-75	JASPER CO SHERIFF'S DEPT.	DWI WOLF PACK DETAIL				21,958.00					
10-154-AL-76	MO STATE HIGHWAY PATROL	DRE, BAC, SFST & DRE CONF				65,950.00					
10-154-AL-77	JOPLIN POLICE DEPARTMENT	DWI OFFICER				103,214.00					
10-154-AL-78	LEBANON POLICE DEPARTMENT	DWI ENFORCEMENT/SOBRIETY CHECKPOINT				7,299.72					
10-154-AL-79	LEBANON POLICE DEPARTMENT	DWI ENFORCEMENT SATURATION PATROLS				11,885.00					
10-154-AL-80	MARIES COUNTY SHERIFF'S DEPT.	CURBING DWIS				20,899.96					
10-154-AL-81	MONETT POLICE DEPARTMENT	SOBRIETY CHECKPOINTS				6,254.00					
10-154-AL-82	MO OFFICE OF PROSECUTION SVCS	TRAFFIC SAFETY RESOURCE PROSECUTOR				185,557.41					
10-154-AL-83	MADD	MADD COURT MONITORING PROJECT				114,790.00					
10-154-AL-84	OFF OF STATE COURTS ADMIN	DWI COURT PILOT PROJECTS				224,903.80					
10-154-AL-85	NEOSHO POLICE DEPARTMENT	DWI ENFORCEMENT				5,193.90					
10-154-AL-86	NEWTON COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				46,300.00					
10-154-AL-87	MO. DEPT. OF REVENUE	DOR APPEALS/ID REQUIREMENTS				109,466.00					
10-154-AL-88	MO. DEPT. OF REVENUE	DOR & LAW ENFORCEMENT TRAINING				26,270.00					
10-154-AL-89	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING KIOSK				12,000.00					
10-154-AL-90	POPLAR BLUFF POLICE DEPT.	DWI ENFORCEMENT				21,905.58					

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2010 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
10-154-AL-91	POTOSI POLICE DEPARTMENT	DWI ENFORCEMENT				18,420.00					
10-154-AL-92	REPUBLIC POLICE DEPARTMENT	DWI REDUCTION				18,286.32					
10-154-AL-93	REYNOLDS CO SHERIFF'S DEPT.	SAFE & SOBER				8,750.00					
10-154-AL-94	ROLLA POLICE DEPARTMENT	IMPAIRED DRIVER ENFORCEMENT				29,180.00					
10-154-AL-95	ROLLA POLICE DEPARTMENT	DWI CHECKPOINTS				6,156.00					
10-154-AL-96	STE. GENEVIEVE CO. SHERIFF DEPT	IMPAIRED DRIVING ENFORCEMENT				22,580.00					
10-154-AL-97	STONE COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				5,985.00					
10-154-AL-98	VERNON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				10,550.00					
10-154-AL-99	VERNON CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				4,700.00					
10-154-AL-100	WASHINGTON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				18,210.00					
10-154-AL-101	WAYNESVILLE POLICE DEPT.	DWI ENFORCEMENT				8,550.10					
10-154-AL-102	WEBB CITY POLICE DEPARTMENT	DWI SATURATION ENFORCEMENT (WOLFPACK)				15,978.95					
10-154-AL-103	BARRY COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				16,250.00					
10-154-AL-104	SCOTT COUNTY SHERIFF'S DEPT.	DWI PATROL				8,415.00					
10-154-AL-105	DELETED										
10-154-AL-106	CAMDEN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				356,897.16					
10-154-AL-107	UNIVERSITY OF MISSOURI	THINKFIRST MISSOURI-ALCOHOL FOCUS				65,774.00					
10-154-AL-108	ELDON POLICE DEPARTMENT	IMPAIRED DRIVING ENFORCEMENT				2,700.00					
10-154-AL-109	KANSAS CITY POLICE DEPT.	SOBRIETY CHECKPOINT				583,152.00					
10-154-AL-110	ORRICK POLICE DEPARTMENT	RADE TASK FORCE				1,440.40					
10-154-AL-111	CAPE GIRARDEAU SAFE COMM.S	TEAM SPIRIT				100,950.00					
10-154-AL-112	KCMSD #33	ZERO TOLERANCE				31,000.00					
10-154-AL-113	ST. CHARLES SCHOOL DISTRICT	REDUCTION UNDERAGE DRINKING/DRIVING				32,799.50					
10-154-AL-114	MO. DIVISION OF HIGHWAY SAFETY	DRE				21,000.00					
10-154-AL-115	RICHMOND POLICE DEPARTMENT	RADE TASK FORCE CAMPAIGN				4,700.00					
10-154-AL-116	DALLAS COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				8,089.95					
10-154-AL-117	LEE'S SUMMIT POLICE DEPT.	DRE TRAINING				4,000.00					
10-154-AL-118	EASTERN MO LE TRNG ACADEMY	DRE TRAINING				10,000.00					
10-154-AL-119	MISSOURI SAFETY CENTER	IGNITION INTERLOCK MONITORING PROGRAM				86,787.80					
10-154-AL-120	COLUMBIA POLICE DEPARTMENT	FULL-TIME DWI UNIT				260,000.00					
10-154-AL-121	UNIVERSITY CITY POLICE DEPT.	DWI ENFORCMENT				13,533.00					
10-154-AL-122	UNIVERSITY CITY POLICE DEPT.	SOBRIETY CHECKPOINT				13,875.80					
10-154-AL-123	IMPAIRED DRIVING PREV CNCL	IMPAIRED DRIVING PREVENTION COUNCIL				200,255.00					
10-154-AL-124	ST. PETERS POLICE DEPARTMENT	DWI CHECKPOINT				14,976.00					
10-154-AL-125	ST. PETERS POLICE DEPARTMENT	DWI WOLFPACK				14,976.00					
10-154-AL-126	ST. CLAIR POLICE DEPARTMENT	DWI ENFORCEMENT				9,352.00					
10-154-AL-127	MO. DIVISION OF HIGHWAY SAFETY	STATEWIDE DWI				100,000.00					
10-154-AL-128	CALLAWAY CO. SHERIFF'S OFFICE	DWI ENFORCEMENT				17,067.36					
10-154-AL-129	MCDONALD CO. SHERIFF'S OFF.	DWI ENFORCEMENT				26,965.00					
10-154-AL-130	MO. DIVISION OF HIGHWAY SAFETY	SPORTS MARKETING				210,000.00					
10-154-AL-131	MO. OFF. OF PROS. SERVICES	DRE/SFST INSTRUCTOR WORKSHOP				5,000.00					
		TOTAL ALCOHOL PROJECTS	10,747,570.88	114,000.00	3,244,249.91	7,389,320.97					

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2010 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	408	154 A	2010	154 HE	408	2010	1906
		OCCUPANT PROTECTION									
10-OP-05-01	MO. DIVISION OF HIGHWAY SAFETY	BICYCLE/PEDESTRIAN SAFETY PROGRAMS		3,000.00							
10-OP-05-02	MO. DIVISION OF HIGHWAY SAFETY	CPS PROGRAM ACTIVITIES		12,000.00							
10-OP-05-03	MO. DIVISION OF HIGHWAY SAFETY	CPS PROGRAM COORDINATION		58,000.00							
		TOTAL OCCUPANT PROTECTION (402)	73,000.00	73,000.00							
		SAFE COMMUNITIES									
10-SA-09-01	CITY OF CAPE GIRARDEAU	CAPE GIRARDEAU SAFE COMMUNITIES		110,408.41							
10-SA-09-02	DELETED										
10-SA-09-03	CAPE GIRARDEAU SAFE COMM.	TEAM SPIRIT		105,461.30							
10-SA-09-04	OZARKS TECHNICAL COMM COLL	SAFE COMMUNITIES PROGRAM		42,032.42							
		TOTAL SAFE COMMUNITIES	257,902.13	257,902.13							
		ENGINEERING SERVICES									
10-RS-11-01	MO. DIVISION OF HIGHWAY SAFETY	ENGINEERING SERVICES COORDINATION		1,400.00							
10-RS-11-02	MO. DIVISION OF HIGHWAY SAFETY	MODOT TRAFFIC & SAFETY CONFERENCE		30,000.00							
10-RS-11-03	MO. DIVISION OF HIGHWAY SAFETY	BEAP/TEAP		80,000.00							
		TOTAL ENGINEERING SERVICES	111,400.00	111,400.00							
		402 PAID MEDIA									
10-PM-02-01	MO. DIVISION OF HIGHWAY SAFETY	OCCUPANT PROTECTION PAID MEDIA		225,000.00							
10-PM-02-02	MO. DIVISION OF HIGHWAY SAFETY	YOUNG DRIVER PAID MEDIA		220,000.00							
10-PM-02-03	MO. DIVISION OF HIGHWAY SAFETY	WORK ZONE AWARENESS PAID MEDIA		70,000.00							
		TOTAL PAID MEDIA	515,000.00	515,000.00							
		DATA PROGRAM INCENTIVE									
10-K9-04-01	MO. DIVISION OF HIGHWAY SAFETY	TRAFFIC RECORDS PROG COORDINATION							5,000.00		
10-K9-04-02	UNIV OF CENTRAL MISSOURI	TRAFFIC DATA STANDARDIZATION PROJECT							101,412.00		
10-K9-04-03	MISSOURI SAFETY CENTER	LETS SOFTWARE TRAINING							7,700.00		
10-K9-04-04	MO. DIVISION OF HIGHWAY SAFETY	DATA IMPROVEMENT							80,000.00		
10-K9-04-05	MO. DIVISION OF HIGHWAY SAFETY	LETS SOFTWARE							6,275.00		
10-K9-04-06	MO. DIVISION OF HIGHWAY SAFETY	GPS LINEWORK							140,000.00		
10-K9-04-07	MO. DIVISION OF HIGHWAY SAFETY	LOCAL DATA IMPROVEMENT							200,000.00		
10-K9-04-08	OFF OF STATE COURTS ADMIN	MUNICIPAL COURT ELECTRONIC REPORTING							134,063.50		
10-K9-04-09	KANSAS CITY POLICE DEPT.	DATA PROGRAM INCENTIVE							158,000.00		
10-K9-04-11	MO STATE HIGHWAY PATROL	STARS/MUAR REVISION							214,000.00		
10-K9-04-12	REJIS	LETS ENHANCEMENTS							33,725.00		
		TOTAL DATA PROGRAM INCENTIVE	1,080,165.50						1,080,165.50		
		154 HE TRANSFER FUNDS									
10-154-HE-02	MO. DIVISION OF HIGHWAY SAFETY	HAZARD ELIMINATION						12,000,000.00			
		TOTAL 154 HE TRANSFER FUNDS	12,000,000.00					12,000,000.00			
		2010 MOTORCYCLE SAFETY									
10-K8-12-01	MO. DIVISION OF HIGHWAY SAFETY	MOTORCYCLE SAFETY PROGRAM								176,434.80	
10-K8-12-02	MO STATE HIGHWAY PATROL	MOTORCYCLE TESTING STANDARDS TRAINING								10,020.00	

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2010 PROJECTS

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